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FIRST EDITION

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THE ROMAN QUESTION.

The Victorious Italian Advance Upon the Eternal City—The Rise and Decline of the Temporal Power, and Its Present Status.

According to last night's despatches, the Italian advance upon Rome is still progressing, and in one instance only has there been a show of opposition thus far. It is believed that the Pope has given strict orders to his army to make no resistance, and that the attempt made at Civita Castellona to obstruct the march of Victor Emanuel's army, resulting in the surrender of the Papal force after the battle, which lasted about an hour, was in defiance of these orders. The fact that the Pope has made a formal protest to the diplomatic corps against the occupation of his dominions is confirmed, but it appears to make no impression upon the policy of the Italian Government. To a note from the King, to the effect that he had thought it his duty under the circumstances to occupy the Papal territory, leaving to the Pontiff the free exercise of his spiritual functions, an answer was received that was entirely illegible. The Italian advance upon Rome has awakened great enthusiasm throughout the country, and it is impossible for Victor Emanuel to back out now, even if he were disposed to do so. In fact, the occupation of Rome has become an absolute necessity, to save not only Rome, but all Italy, from the intrigues of the Mazzinians and Garibaldians; and the sooner it is completed and the capital permanently established in the Eternal City, the better for both Italy and Rome.

The Rise and Decline of the Temporal Power of the Pope.

The temporal power of the Pope is traced back to the year 753, when Pepin, King of the Franks, bestowed upon Pope Stephen and his successors in the Apostolic See the territory comprised in the Exarchate of Ravenna, in full and absolute sovereignty. This grant was subsequently ratified by the Imperial Government of Constantinople, to whom all Italy had belonged as part of the Roman empire, and the people themselves were extremely well-pleased with the installation of the Pope as their sovereign, as he was the only one to whom they could look for efficient protection from the inroads of the barbarians of the north. King Pepin had twice wrested the Exarchate from the hands of Astolphus, the rapacious King of the Lombards, and his disposition of the sovereignty was not only confirmed by Charlemagne his son and successor, but the territory increased by the latter by a similar cession of the pro vinces of Spoleto and Perugia. Desiderius, the successor of Astolphus, repudiated the treaties made by his predecessor with Pepin, and rendered it necessary for Charlemagne to resort to war, which terminated in the entire overthrow of the kingdom of the Lombards in 774, after an existence of 206 years.

In 1053 the territorial possessions of the Popes were increased by the Emperor Henry III, by the addition of the city of Benevento and the surrounding country; in 1102, the Countess Matilda, of Tuscany, bequeathed to the Holy See the provinces of Viterbo and Civita Vecchia, known as the Patrimony of St. Peter; Forli and the rest of the Romagna were added in 1297, Bologna in 1364, the Sabina country toward the close of the fourteenth century, Ferrara in 1598, Urbino in 1626, and Orvieto in 1649.

In 1797 the greater portion of the Papal territory was wrested from the Holy See by General Napoleon Bonaparte, for the French Republic, and incorporated in the Cisalpine Republic; and in 1798 Rome was occupied and organized into the Tiberine Republic, Pope Pius VI being led away a captive to Valence, in France, where he died at the age of eighty-two. At the beginning of the present century, however, Napoleon, having overturned the French Directory, restored to the Pope his former territorial possessions, but only to deprive him of them again in 1809, when he refused to become a mere tool in his hands. The Papal territory was then annexed to the Kingdom of Italy, of which Napoleon had constituted himself sovereign, and Pope Pius VII was carried a prisoner to Fontainebleau, where he was detained in close confinement until 1814. The Congress of Vienna, which recast the map of Europe after Napoleon's final overthrow in 1815, restored to the Apostolic See the greater portion of its original possessions, embracing a territory of 17,210 square miles, and it thenceforth remained intact until the war of 1859, at which time the population was about 3,100,000.

The Papal Territory Before the Present Invasion.

The result of the wars of 1859 and 1866, and the accompanying and intervening insurrections, was the consolidation of the whole of the peninsula into the new kingdom of Italy, with the exception of less than one-fourth of the Papal dominions, as we narrated yesterday and the day before.

To Pius IX was left a strip of territory 120 miles in length and varying in breadth from 18 to 50 miles, the coast line being about 160 miles in length, and divided nearly equally by the outlet to the Tiber. This strip of territory has an area of 4552 square miles, and at the latest accounts a population of 723,121. The province of Comarca, which immediately surrounds Rome, contains nearly half of the whole population, the population of the city of Rome itself in 1868 being 217,378. The physical aspect of the country is mountainous, except on the seacoast, where it is flat and marshy. The soil is naturally possessed of great fertility, but it is cultivated in such a primitive way as to render it almost worthless. The principal productions are grapes, olives, silk, rice, tobacco, coriander, anise seed, manna, sugar cane, indigo, and cotton. Live stock is abundant, especially goats and sheep, their principal value being for their milk. There is but one short railroad in the territory, and the ordinary highways, being in a wretched condition, are a great drawback to enterprising and successful agriculture.

The Papal Government.

The Papal Government is best described by the term patriarchal, the Supreme Pontiff being the absolute sovereign, whose will is law, but who never takes any measures of importance without consulting the leading members of his large family. Previous to 1847 all the important official positions were held by persons belonging to the prelacy, but since then some of them have been thrown open to the laity. While the Pope theoretically enacts all laws and nominates the incumbents of all high positions, the executive and legislative authority is practically exercised by the Cabinet, which is composed of the heads of the six departments into which the general administration of the Government is divided. The names of the Ministers, with the dates of their appointment, are as follows:—

Secretary of State and President of the Ministry—Cardinal Giacomo Antonelli, appointed in 1849.

Department of Finance—Giuseppe Ferrari, appointed December 1, 1854.

Department of the Interior—Augusto Negroni, appointed February 8, 1868.

Department of War—Brigadier-General Hermann Kanzler, appointed October 28, 1865.

Department of Commerce, Arts, and Public Works—Cardinal J. Berardi, appointed in April, 1868.

Department of Police—Lorenzo Randi, appointed October 28, 1865.

President of the Council of State—Cardinal Theodolpho Mertel, appointed in 1863.

The revenue of the Government for 1868 was about $5,800,000; the expenditures about $14,800,000, leaving an ugly deficit of $9,000,000, or nearly double the amount of the annual revenue. The public debt, in 1867, represented a capital of about $149,600,000, with an annual *rente* or interest of $7,480,000, an enormous sum, when compared to the resources of the country. By a convention concluded on December, 7, 1866, the Italian Government agreed to pay into the Papal treasury $4,128,458, and to assume an annual *rente* or interest payment on the debt of $3,725,555.

The Papal army, according to the official statistics of 1869, was composed of 16,334 officers and men, made up as follows:—

Italians	8240	Germans	1154
French	2930	Austrians	88
Belgians	678	Spaniards	42
Dutch	1718	Americans and Brazilians	27
Swiss	970		

In addition to these forces there was at that time a corps of Zouaves composed of 4342 soldiers, embracing in its ranks 230 Italians, 1211 Frenchmen, 1893 Dutch, and 233 Canadians. Up to the 8th of August there was also at the disposal of the Holy Father for defensive purposes the French garrison of about 5000 men. These have now been taken from him, and the French soldiers in his regular army have also recently been taken back to France, leaving his disposable force, on paper, at 16,435. These figures are confirmed by the cable telegrams which place the present Papal army at about 17,000 men.

MARS-LA-TOUR.

One of the Bloodiest Battles of the War—30,000 Killed and Wounded.

The Prussian correspondent of the London *Times*, dating from Berlin, Aug. 30, gives the following graphic account of the sanguinary engagement at Mars-la-Tour:—

At last we have detailed accounts of the most sanguinary battle of the war, that of Mars-la-Tour, or Vionville, on the 16th inst. For a whole week it almost seemed as though a veil were to be thrown upon the horrors of this particular encounter. But the silence has been broken at length, and public as well as private letters permit us to form a pretty accurate idea of what occurred on that fatal day. As will be remembered, the battle was fought between the van of Prince Frederick Charles and the greater part of the French army under General Bazaine. The Prince's van, having crossed the Moselle, was marching north, on the left bank of the river, to intercept the retreat of the French to Paris.

In the immediate vicinity of Metz, behind whose ramparts the defeated enemy had been completing his preparations for a retreat, the Prussians fell in with a French army. Mistaking the troops before them for the rear of the hostile army, which they supposed to be in full march westward, they attacked at once. But the fight had not lasted long when they became aware of their error. They had to deal, not with a last lingering remnant of the French, but with the main body itself. Considerably delayed by all manner of doubts and difficulties, General Bazaine had not yet evacuated Metz, but was still encamped on the western flank of the fortress, preparatory to his march upon the capital. It was a disagreeable discovery to make for the Prussians. They were about 37,000 strong; the force which they had challenged counted between 80,000 and 90,000, and had about 30,000 more within the walls of the adjoining stronghold.

Thus they stood and battled for nearly eight hours. Six times they were charged by the imperial Guard; six times they repulsed the attack, and, pursuing the enemy in their turn, drove him from position to position. One after the other, the corps of Generals Frossard, Canrobert, Decaen, Ladmirault, and the 2d Division of General Failly were forced to give way before the Prussian onslaught. But their triumph was dearly bought by the gallant band. Under the telling fire of the enemy they had suffered grievously from the first. Gradually their numbers were more and more reduced; at last they were so few, and these so tired, that the French could venture to attack their guns.

Not until after 6 o'clock, when, some Rhenish regiments coming up, the Germans were no longer so very much outnumbered, did the scale of victory begin to incline in their favor. Eventually a general charge forced the enemy to fall back, hotly pursued by the Hanoverian horse and artillery. As usual in a French retreat, confusion now ensued, and rapidly assumed a degree out of proportion to the defeat sustained. But for the vicinity of Metz and the protection it afforded to the discomfitted troops there might have been another disaster like that of Woerth. This was avoided by the nearness of the detached forts, but from a military point of view retreat to Metz, whence there is no escape, was perhaps even less eligible than flight to Paris, however precipitate and calamitous.

The day of Mars-la-Tour has cost Germany almost twice as many men killed and wounded as the day of Koniggratz. This is a fact which makes all the usual epithets, such as "terrible," "awful," etc., appear pitiably below the mark. Fortunately, 80 per cent. of the victims are slightly wounded, and will survive, although more or less incapacitated for work. The French losses are quite as large, and include even a greater number of dead. Putting the casualties on both sides together, the total we obtain is, I am afraid, rather in excess of 30,000.

The announcements of officers' deaths in the papers fill whole columns. Fathers, brothers, and brides are leaving in shoals for the front to fetch the corpses of their beloved ones. Reading these terrible lists, one is sometimes led to think that a whole generation had passed away. Alas! at the name of Mars-la-Tour many a heart will ache for many a year to come.

FRENCH IMPERIALISM.

Its Gradual Decline—The Grand Crash Could Not have been Postponed Much Longer.

The New York *Commercial Advertiser* has the following pertinent article:—

There is no mistaking it, Napoleon's downfall could not have been averted many years longer, even though this war had not occurred. The tide of French public opinion was steadily setting against him. "Paris is France; and whatever Paris does France does." This saying always has been true, and doubtless always will be, to a certain extent; that is to say, when the priesthood do not exercise an undue influence through the country. Such being the case, we may judge from her capital what has been the feeling of France toward Napoleon. Here is the vote of the city since he overthrew the Republic:—

For the Government.		*For the Opposition.*	
1852	132,000	1852	86,000
1857	110,000	1857	101,000
1863	83,000	1863	149,000
1869	55,000	1869	210,000

The vote on the *Plebiscitum* in May last was not a vote for or against the Government, but merely upon some proposed reforms, with a view as Napoleon proclaimed to enlarge the prerogatives and liberties of the people. Yet the balloting on the *Plebiscitum* in Paris showed the following results:—

Yeas.....111,000 | Nays.....155,000

From the above figures it appears that Napoleon's popularity has been steadily declining in Paris; that when he proposed additional "reforms," to use his language, the people voted against them by a large majority simply because they were proposed by him. In 1852 his majority, on a direct vote, was 46,000. In 1869 the majority against him was 145,000. In 1852 the Republicans and Oppositionists comprised about one-third of the voters of Paris. In 1869 they composed nearly four-fifths of them. And this decided change in political views has taken place where Napoleon was best known; where he has lavished most of his "improvements," and where one-fourth of the voters have been his employes.

We learn from Tenot's valuable book, viz., "Paris in December, 1851," that like changes have taken place in the large cities, such as Lyons, Marseilles, Bordeaux, Nantes, Dijon, Nimes, Saint Etienne, Montpelier, Havre, Lille, Strasburg, Rouen, etc. If we look, continues the above writer, at the composition of the Assembly (Corps Legislatif) since 1852, we find surprising (though not corresponding) losses in the number of the Imperial or official members of that body. In 1857 (the first election for deputies under the Empire) the Opposition counted but five members out of two hundred and ninety, or one fifty-eighth of the whole; in 1863 they had twenty-two members, or one-thirteenth of the whole; in 1869 about seventy-seven members, or probably one-third of the whole, including the first orators and statesmen of France.

From these and other similar facts which we might collate were there space, it appears that the people of France were ripe for a republic when it was pronounced; that in the villages and cities which mainly comprise the intelligence of France, a strong desire for the restoration of the republic had resulted from a growing conviction of the wickedness and deception in which the empire originated, and in the injustice and mismanagement which have attended it. And such being the case, we have more faith in the stability of the republic now proclaimed than is expressed by some of our contemporaries. Though springing up in the night, as it were, the people have been getting ready for it for years. And we have confidence that it has elements of permanence; that following the lead of Jules Favre as opposed to the madcap Victor Hugo class of men, the French people will now successfully solve the political problem of France.

GERMANY.

Max Muller in Championship of the Nation and the Premier.

The German people in general, and Count Bismarck in particular, have found a champion in Mr. Max Muller, who, in a letter to the London *Times*, which fills two columns, contends that the Prussian Premier has done nothing to forfeit the good opinions of England. It does follow that he approved Count Benedetti's proposals because he did not instantly repudiate and make them public. A foreign Minister is not like a private individual. He stands in the position of counsel for his country. An advocate may refuse to hold a brief for any particular client, but having once accepted it he is bound in honor to think of the interests of his client, and to leave it to the other side to discover and lay open the weak points of his case. A foreign Minister is bound by the simplest rules of prudence not to disclose many a secret, of which, as a private person, he might decline to become the depository. He has to listen to proposals of compromises, and, for argument's sake, to take into consideration eventualities which, as a man of honor, he might indignantly decline to entertain. "Do you suppose," Mr. Max Muller asks, "that Lord Palmerston had never to listen for a moment to suggestions about Turkey and Egypt, about Savoy and Nice, and was he driven from office by an indignant people?" But Prof. Muller goes further, and says that unless Sir Harry Verney (in reply to whom the letter is written) can produce crushing proof to the contrary, he maintains against Sir Harry and against everybody, that since 1866 Count Bismarck's policy has been patriotic and peaceful, *sans reproche*, though, no doubt, also *sans peur*. Germany had to be united; everybody who had tried to unite it had failed; Bismarck succeeded. His procedure was not in all respects strictly regular, but "there are in the history of all countries great convulsions which one cannot criticize according to the ordinary rules of right and wrong. We do not criticize thunder-storms that darken heaven and earth, strike down palaces, and carry off the harvest of peaceful villages. We stand in awe while they last, but we know that Nature cannot do without them, and that when they are past the air will be purer, and we shall breathe again more freely than before." Count Bismarck has believed war to be inevitable since the battle of Sadowa, but he has constantly exerted himself to put it off, hoping that something might turn up in France which would avert the necessity. "He did not by abruptly refusing to listen to any more proposals wish to drive the Emperor to a decided policy. We can well imagine with what bitter scorn in his heart he said smilingly to Benedetti, 'If you must have something to quiet the people of France, why there is Belgium, there is England, or Spain. Why do you not take them?' Did he promise to help in these adventures? Did he bind himself to furnish one single soldier? Did he betray Belgium by thought, word, or deed, or act disloyally towards England?" Mr. Max Muller refuses to believe that England and Germany can ever be at enmity. "If Germany conquers, a new era of peace will dawn on Europe; for Germany, if once united, would tolerate no war of conquest. An army in which every second man is the father of a family is the best guarantee for the peace of the world. There need be no formal alliance between England and Germany. The two nations are one in all that is essential—in morality, in religion, in love of freedom, in respect for law. They are both hard workers, hard thinkers, and, where it must be, hard hitters too. In the whole history of modern Europe, Germany and England have never been at war; I feel convinced they never will be, they never can be."

"OUR MINISTER."

Washburne in a State of Siege—The Woes of a Diplomat—Having a Hard Time.

The London *Telegraph* says:—What can you expect when we are in the shadow of a siege? The American Minister is likewise having a hard time of it. Mr. Washburne has not been troubled, it is true, to any great extent, with the care of plate and valuables for his fellow-countrymen, for the Americans in Paris seem to have made up their minds to take things as they come, and with philosophic coolness. I have not heard of an American who has been arrested as a "Prussian spy"—a fate which, in the city or the provinces, has befallen about ten out of every dozen Englishmen I have met here. Moreover, our American cousins, when travelling in Europe, do not habitually encumber themselves with heavy services of plate; and as for their diamonds—with which they are as a rule plentifully supplied—the gentlemen put them into their waistcoat pockets and the ladies pop them into their chignons when times look ugly, and so everything is very nice and comfortable. The trouble with the American Legation is that the Prussians domiciled in Paris are under United States protection; and whenever an unhappy German gets mobbed by a gang of drunken rowdies, or collared by a zealous sergent de ville, or denounced by a patriotic milk-woman or public-spirited cook-maid, for such high and mighty crimes as wearing spectacles with tortoiseshell rims, carrying a pocket-handkerchief in the crown of his hat, or asking his way to the Rue Neuve des Petits Champs, the supposed "Prussian spy" naturally asks to be conducted to the American Legation, there to prove by the exhibition of his papers that he is a perfectly inoffensive and law-abiding Teuton. On Saturday morning, no fewer than eighteen persons who had been arrested by the police, or by excited amateurs, were brought at one time to the United States Minister's, and in almost every case it was proved that a mistake had been made, and that the prisoner was the victim of popular passion, prejudice, and frenzied terror—rank weeds which can always be warranted to flourish in the shadow of a siege.

BOHEMIA BROKE LOOSE.

The Dangerous Classes of Paris—The Wild Beasts of Civilization.

Under the head of "Bohemia Broke Loose" a Paris correspondent of the London *Daily Telegraph* writes:—

"General Trochu is doing his very best to rid this beautiful and civilized city of these horrible pests. You will have heard that within the last three days between fifteen hundred and two thousand arrests have taken place in certain districts of Paris. These arrests have scarcely any political significance. Now and again some rascals have been captured whose guilt as Prussian spies is at least suspected; but in the great majority of instances the persons immeshed in the great police net are of the very lowest order in society—beggars and thieves, receivers of stolen goods and keepers of low lodging houses, *chiffonniers* who not only find silver spoons occasionally, but steal them; and in particular loose women. Of the last-named dolorous sisterhood some hundreds have already been taken; and last night the perquisitions of the police were extended even to Peters' aristocratic restaurant, and a raid was made on the most dashing wearers of diamonds and *moire antique* just returned from Mabille. The law is that every woman frequenting a place of public resort alone, and who is unable to 'justify her means of existence,' is amenable to arrest and to six months' imprisonment at St. Lazary; but it is not apparently to that well-known correctional establishment which, so it is reported, is already full to overflowing, that these unwilling Magdalens have been conveyed. They have been taken somewhere 'out of town,' and no less than twelve of those huge yellow and green omnibuses called *paniers-a-salade* passed yesterday along the Rue Lafayette on their way to the *villeggiatura* provided by authority for the reception of the lady Bohemians. As the procession of omnibuses passed a philosophic *gavroche* remarks pithily to another young blackguard, his companion, 'Via l'amour!' *L'amour!* Yes, there was love, indeed, and with a vengeance. Another gang of captured women was marched on foot, and between files of sergents-de-ville, to the Conciergerie. The mob hooted them as they went by, and they retorted with foul language and dreadful gestures. They, poor wretches, and the beggars and vagrants and thieves, and the whole tribe of Bohemians who have broken loose, are but in the same case as the wild boars and the wolves that the thunder of the battle cannon drove lately out of the Forest of Ardennes into the cultivated plains of Belgium. These Bohemians are the wild beasts of civilization, and the stress of war has driven them into the politer quarters—that is all. For our comfort we are told that the arrests are insufficient, and that there are more than twenty-two thousand male scoundrels—to say nothing of the ladies—still at large in Paris. Would not the best play be to enrol them all, *nolentes volentes*, in one great brigade of Black Guards, and send them to fight the Prussians, taking care to place them in the front of the battle?"

NOTES OF THE WAR.

THE FRENCH PREPARATIONS.

The *Economist* says:—"Two remarkable statements have been made, throwing a curious light on the strange ignorance and recklessness with which the French Government rushed into the present war. One is that the Danish Government refused to ally itself with France partly on account of the assurances of its agents in France that that country was unprepared. There is perhaps some want of authority for this, but the second statement appears at least to be quite authentic. It is made in the city article of the *Times* in explanation of the cause why about 200,000 scrip, or one-fifth of the whole Austrian debt, has not yet been converted into the new scrip, although the period allotted has nearly expired. The reason is that the larger part of the outstanding amount is supposed to be in France, and the delay is accounted for by the fact that the Austrian Finance Commissioners for carrying out the conversion ceased their duties on the outbreak of the war, and, acting on superior orders, came over to London with their stocks of paper and silver, rentes, obligation and scrip.' This is in effect an assertion that the Austrian Government must have had reason to anticipate a decisive French defeat, and the interruption of the business of the Austrian Commissioners. It is surely astonishing that with its dangerous situation known to friendly powers, as well as to many of its subjects, the French Government should either have received no warning, or have been foolish enough to disregard it, if given. Statements like these help to explain the desertion of France by more than one power, which might have had something to gain by helping it."

REVOLUTION IN FRANCE.

The London *Times*, of September 3, had the following:—"The horrors of revolution in France are easily appreciated and described. In the crash of the political structure which has lasted for twenty years the terrible voice of emancipated socialism makes itself heard. Yet it may well be doubted if this danger is the most urgent and inevitable. The clamor for arms may startle the Palikao Ministry with the resuscitated spectre of the red republic. But, anticipating the awful trial that seems to impend over Paris, it is not too much to expect of the patriotism of the true and living heart of France that the approach of the foreigner may be regarded by her as proclaiming a truce to all intestine quarrels."

A CIGAR INSPIRATION.

A correspondent describing the battle of the 15th of August, in front of Metz, says:—"There were critical moments during the fight. One, about 7 o'clock, when the left centre, where the 1st and 2d Divisions united, nearly all the officers were struck down. The division of General von Bentheim seized the moment. He saw one of his men in the heat of the fight coolly smoking a cigar. It impressed the General. Hurrying up to the soldier, he called out, 'Give me a light,' ignited a cigar, and gathering up his shaken battalions, cigar in mouth and sword in hand, he again led forward his decimated forces."

DISARMING.

As the armies advance precautions are taken to disarm the population in the rear. At Pont-a-Mousson a proclamation was issued on taking possession of the town, requiring the inhabitants within two hours to deliver up all arms of every kind at the Hotel de Ville. After that time the patrols would be sent round to search all houses, and those found in possession of arms would be punished by martial law; the owners' names to accompany the weapons in order that they might hereafter receive them back. All assemblages are prohibited, all doors and window-blinds are to be kept open; the town to be lit up at night, every house to exhibit at least one light; troops marching through to be supplied with water; at nine at night all public resorts to be closed.

THE TURCOS.

What raises German indignation more than all is the employment of the Turcos. Now that they see those savages near, they can appreciate the agents the Emperor placed in the van of his crusade for cosmopolitan civilization. To say nothing of their filthy habits, these wild beasts bite at the very fingers which tend them, and have actually attempted to outrage the Sisters of Charity in attendance, for which ten were shot offhand the other day at Berlin. "Conceive," the Germans say, "these men masters of our towns, with our wives and daughters at their mercy," and they are the more embittered against the French and the empire.

PARIS WEAKNESS.

A writer in the London *News* says "if Paris is saved from capture, it will not be by the Parisians. When the Prussians conquered the French armies, they conquered at the same time the French bourgeoisie. 'Nine-tenths of these fellows,' said an American who had commanded an army of the Confederate States, pointing to a crowd on the Boulevards, 'have not got a kick left in them.' The Roman philosopher was right when he said that the man who loses his liberty loses the half of his manhood.

FRENCH PRISONERS.

The *Cologne Gazette* has obtained copies of a number of letters written by French prisoners in that town to their relatives and friends, and it publishes a few specimens. The *naiveté* which they exhibit, and the phonetic orthography which characterizes most of them, testify to their genuineness. The only letter which bespeaks some degree of education, and which is probably written by an officer, says:

"I was taken with 100 men of my division. We are well enough off here; the inhabitants are very affable. I should like to stay at Cologne, which is one of the finest towns of Prussia, but it is impossible; we start this evening at 8 o'clock for Wurtemburg, frontier of Russia (*sic*). * * * The Prussians are very well behaved; they fight well. * * * Fine tobacco is sixty cents a pound here. I will bring you (his brother) a Prussian pipe; they are very pretty."

Another writer says:—"We are well treated by the Prussians; they are good fellows. I shall return no more to the war." A third informs his friends that he is a prisoner, and that he is very glad of it, as he is now out of the war. An Alsatian, writing in German, his spelling being quite *sui generis*, also expresses satisfaction at his captivity, and promises to return home as soon as the war is over. All the letters, our contemporary states, praise the good treatment they receive, and beg their friends to be under no uneasiness about them.

SECOND EDITION

WAR NEWS BY CABLE.

France and Italy.

Paris and Rome.

Prussia at Her Journey's End.

The French Capital Surrounded.

Its Communications Broken.

Italian Unity Nearly Accomplished.

Victory for the King's Troops

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Bank of England.

LONDON, Sept. 15—Noon.—The officers of the Bank of England to-day made a further reduction in the minimum discount of one-half per cent., and the rate is now three per cent.

Why Peace is Not Made.

BERLIN, Sept 15.—The Provisional Government at Paris would have been accepted by the Prussian Government if the exactions proposed by Prussia had been assented to. These embraced the cession of Alsace and Lorraine and the dismantling of the French fortifications on the German frontier. The Provisional Government refused to listen to any proposition for a surrender of French territory.

What Prussia Will Do.

LONDON, Sept. 15.—The *Daily News* this morning contains a letter from Berlin, giving the views of the Prussian government. The writer says Prussia will not negotiate with the present Government at Paris. Prussia proposes first to occupy Paris. The Regency, and Senate and Corps Legislatif will then be summoned, who will be expected to name commissioners to treat on a Prussian basis. When this treaty is signed, Napoleon will be released, and France will be left free to choose her own Government.

Eagerness for News.

There is intense eagerness to hear from Paris and Rome. News from the latter city is scarcely less interesting to Englishmen than that from Paris.

No Communication Between Paris and Lyons.

The communication between Paris and Lyons has been destroyed, the Prussians having cut the wires and railroad at Monterau, sixteen miles southeast of Melun. A sharp skirmish occurred there between the Uhlans and francstreurs. The former are said to have been beaten off. Firing was heard at Paris yesterday from the direction of Melun.

The railway service between Paris and Lyons has been stopped. All the bridges which can be reached will be destroyed to-night.

Italian Unity

seems to be nearly accomplished. The sympathy of the people is almost entirely with Italy.

Another Papal Garrison Captured.

A despatch was received from Florence, dated yesterday, announcing that the Papal garrison of Montalto had been captured.

General Antelotti's Division

should now be before if not in Rome.

Civita Vecchia

has declared for Italian unity. On the approach of the Italian troops at Bracciano the inhabitants came out and displayed Italian colors.

[Note.—Bracciano is only seventeen miles northwest of Rome.]

The Occupation of Rome.

The Florence *Opinion* denies that there has been any diplomatic difficulties in the way of the occupation of Rome.

The Blockade of the Elbe

has been raised, and vessels are now passing freely. Steamers from England to France and Germany will resume service immediately. A mail from Paris is hoped for to-day.

Senor Olozaga.

MADRID, Sept. 15.—Senor Olozaga, the Spanish Minister to Paris, has been recalled, his offense being a recognition of the French republic, when, by the present treaties, Spain is bound to await the action of other powers before taking such a step.

Paris Cut Off—Prussian Cavalry Within Sight of the City.

[Messrs. D. C. Wharton Smith & Co., of Philadelphia, have received the following private despatch.]

LONDON, Sept. 15.—Telegraphic communication is now broken, and the French have surrounded the walls of Paris with deep canals of water. The Prussian cavalry were within sight of the capital last evening.

This Morning's Quotations.

LONDON, Sept. 15—11:30 A. M.—Consols opened at 92½ for money and 92¾ for account. American securities quiet. U. S. 5-20s of 1862, 89¾; of 1865, old, 89; of 1867, 88; 10-40s, 84¾. Stocks quiet. Erie Railroad, 18; Illinois Central, 112¾; Great Western, 23.

LIVERPOOL, Sept. 15—11:30 A. M.—Cotton opened firm; middling uplands, 9¾d.; middling Orleans, 9¾d. The sales are estimated at 15,000 bales. Breadstuffs are firm.

LONDON, Sept. 15.—Tallow quiet and steady. Linseed oil firm.

ANTWERP, Sept. 15.—Petroleum opened firm.

This Afternoon's Quotations.

LONDON, Sept. 15—1:30 P. M.—Consols, 92¾ for money and 92¾ for account. American securities quiet. United States 5-20s of 1862, 90¼; of 1865, old, 89¾; of 1867, 88¾; 10-40s, 85. Stocks steady.

LIVERPOOL, Sept. 15—1:30 P. M.—Pork dull. Lard dull.

LONDON, Sept. 15.—Spirits Turpentine, 26s. 6d. @ 27s.

FROM THE PACIFIC COAST.

Nevada Politics.

SAN FRANCISCO, Sept. 15.—The Nevada Democratic State Convention met at Elko to-day and organized. B. Wyman was elected chairman. Of the 208 delegates elected only 75 are in attendance, the balance being represented by proxy.

FROM THE WEST.

Political Matters.

CHICAGO, Sept. 15.—The Illinois Democratic State Convention met at Springfield yesterday, John Dewent presiding. The following nominations were made:—For Congressman at large, W. B. Anderson, of Jefferson. For State Treasurer, Charles Ridgley, of Springfield. For Superintendent of Public Institutions, Charles Furye, of Peoria. For Penitentiary Commissioners, E. P. Sherman, of Chicago, and Thomas Redmond, of Quincy.

Ignatius Donnelly has consented to run for Congress in the St. Paul (Minnesota) District, on a free-trade platform, provided the Democrats make no nomination.

Railway Election.

MEMPHIS, Sept. 15.—The old Board of Directors of the Memphis and Charleston Railroad were re-elected yesterday.

Internal Revenue Seizure.

NASHVILLE, Sept. 15.—The Internal Revenue officers have seized 101 barrels of whisky, valued at $9000, the property of J. E. Stacy, late Revenue Detective, for violation of the revenue laws. It is charged that Stacy obtained the whisky while in the revenue service.

An Unnatural Parent.

CINCINNATI, Sept. 15.—Ann Haskert, who some time ago was divorced from her husband, made an attempt to poison four of her children, who remained with their father, by putting verdigris in their coffee. The woman was arrested.

Kansas Agricultural Fair.

LEAVENWORTH, Sept. 15.—The third annual fair of the Kansas Agricultural and Mechanical Association, now in progress in this city, is largely attended. The exhibition of stock is the largest ever seen in the West.

West Virginia Agricultural Fair.

WHEELING, Sept. 15.—The West Virginia Agricultural Fair opened yesterday and will continue four days.

Democratic Campaign.

The Democracy opened the campaign here last night with a meeting which was addressed by the Hon. J. J. Davis, candidate for Congress from this district.

THE CONDITIONS OF PEACE.

The German Sentiment—Prussia Will Have Alsace—Addresses of the People.

BERLIN, Aug. 31.—Prominent men of all parties met last night, and put forth the following addresses to the German people and to the King:—

CALL TO THE GERMAN PEOPLE.

While the armed portion of the people on foreign soil are warding off the attack intended for us and sealing their victorious course with their heart's blood, diplomacy of foreign powers is preparing at the decisive moment to impose on us the conditions of peace. Once before, after the glorious struggles of 1813 and 1814, the German people have lost through the jealousy of other nations the full reward of their victories and the fulfilment of their most ardent wishes. The conquered foe was spared and favored beyond his own expectations; our German boundaries remained in danger and exposed to renewed attacks; instead of the union of the German Empire we had imposed upon us the weakness of the old Federal Diet; the guilt of diplomacy Europe has atoned for by an armed peace of a half century's duration. When a like danger is threatening now, the German people must not remain silent. The world must learn that rulers and people are resolved to have now—what in 1815 was denied us—a free, united Empire, with safe and protected boundaries. In the address to his Majesty the King, accompanying this, we have laid down the plain expression of our sentiments. Let the signatures of all Germans prove that such are the sentiments of the whole people.

Berlin, Aug. 30, 1870.

Most illustrious and Gracious King and Lord:—When war became inevitable, the nation unanimously rallied around your Majesty and your Majesty's allies. It vowed faithfully to endure the struggle for the safety, unity, and greatness of the German Fatherland. God has blessed our arms, which have been wielded for a lust cause with unexcelled bravery. Streams of the noblest blood have been shed to gain the victories, but they have brought us, with unexpected rapidity, near the goal before us. Powerful efforts are still required to fully reach it, but the German people are resolved upon every sacrifice devoted to the highest national aims. In the midst of our lofty earnestness and determination, we are alarmed by ever-returning rumors of foreign intervention, which, powerless to avert the horrors of war, now endeavors to limit the price of victorious contests and reduce it to its views. The memory of what happened after the glorious rising up of our fathers still lives within us, and warns Germany that she must consider as things not the demands of her welfare. Therefore, we approach your Majesty with renewed vows that we will faithfully endure all until the wisdom of your Majesty, excluding all foreign intervention, shall succeed in establishing a state of affairs which will more fully guarantee than hitherto the keeping of the peace on the part of our neighbors, the French people, and which will establish and place beyond the power of attack the union and liberty of the whole German empire; and we remain your Majesty's faithful and loyal subjects.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Thursday, Sept. 15, 1870.

The money market to-day is anything but easy, and lending rates for discounts, outside the banks, are almost nominal. Call loans are more active and rates firmer at 5@6 per cent. All classes of paper are closely scrutinized, both at the banks and in the outside market. The rates range from 6 per cent. at the banks to 9 per cent. on the street for best grades of paper only.

The gold market opened strong, but the subsequent course of the premium, up to noon, was downward. Sales from 114⅝@114.

Government bonds were quiet and rather unsteady, a portion of the series showing a slight decline, but the general tendency is upward.

Stocks opened dull, but prices were steady. Sales of new City 6s at 101¾.

Reading Railroad sold at 48¾ and 48¼, b. o. Sales of Camden and Amboy at 114¾, and Lehigh Valley at 58¾.

Canal, Coal, Bank, and Passenger Railroad shares were entirely overlooked.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000 City 6s, New	101¾	$1000 Pa 6s 2 m	103¾
$4000 do	101¾	44 sh C & A R	8.114¾
$2000 Read deb bds		10 sh Leh Val R	58¾
10ts	83	100 sh Read R	30. 48¾
$1000 Phil & E 7s	88¼	100 do	85. 48¾
$2000 Sun & E 7s	104	100 do	c. 48¾
$2000 W & Franklin		100 do	48¾
1st mt bds	84	200 do	8.30. 48¾
$3000 Pa & N Y C 7s		100 do	c. 48¾
b5	92	100 do	r.gain 48¾

NAHE & LADNER, Brokers, report this morning Gold quotations as follows:—

10:00 A. M	114¾	10:59 A. M	113¾
10:10 "	114¾	11:10 "	114
10:13 "	114¾	11:33 "	113¾
10:18 "	114¾	11:40 "	114
10:45 "	114¼	11:55 "	113¾
10:46 "	114¾	11:56 "	114
10:47 "	114¾	12:05 P. M	114¾
10:48 "	114		

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113¾@114¼; do. 1862, 113@113¾; do. 1864, 111¾@111¾; do. 1865, 111¾@112¼; do. 1865, new, 110½@110¾; do. 1867, do. 110½@110¾; do. 1868, do. 110¾@110¾; 10-40s, 106¾@106¾. U. S. 30 Year 6 per cent. Currency, 111¾@111¾. Gold, 113¾@114; Silver, 108@111; Union Pacific Railroad 1st Mort. Bonds, 810@820; Central Pacific Railroad, 880@890; Union Pacific Land Grant Bonds, 735@760.

MESSRS. WILLIAM PAINTER & CO., No. 56 S. Third

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

POLITICS AND THE WORKING MAN.
From the N. Y. Times.

Is there any reasonable hope that the mass of our working men are beginning to appreciate the character and designs of some of their leaders? No election has taken place for some years without the active interference of professional agitators, who claim for themselves a special mission on behalf of the rights of labor. They are not usually working men themselves, although they may possibly have had a trade before undertaking to act as politicians. They are now lecturers, orators or secretaries; and their chief office appears to be to foment discontent, to magnify evils that are unavoidable, and to invent others that do not exist—the ultimate purpose, of course, being to fill their own pockets, and, when that is possible, to favor some candidate for office who is not ashamed to pay them for their trouble. There are some indications that the influence of this class of politicians has somewhat declined. But that is only a reason why working men should ask themselves still further what they have gained by listening to these fluent and plausible "labor reformers." No substantial service has been rendered by them. The legislation upon the eight-hour question is considered, by those best qualified to judge of its effects, perfectly useless, if not actually injurious, to the interests of the workman. No efforts have been made to procure reforms in matters of vital importance to the laboring classes. National banks are assailed, capital is denounced, the Chinese are threatened, and that is about all that occupies the attention of the so-called labor reformers. They earn their money, the elections pass over, and they retire upon the profits.

Meanwhile there are grievances, and those of a very ominous nature, which concern the whole mass of laboring men, and with which politics have nothing to do. Demagogues have continually assured the workmen of our large cities that they must look for prosperity to legislation alone. They are called from their factories, and yards, and work-shops, to listen to harangues about "rights" of which no one so far has sought to deprive them. They have their unions, which, one would suppose, gave them protection enough. But, led to throw away the substance for the shadow, they are taught that in politics only can they find a remedy for almost everything of which they now complain. But what is the truth? Is it not one of the chief lessons taught now, that one of the rights of the working man is to be paid for duties which he too often practically evades? And how meny industries owe their decadence, and will owe their ruin, to the vicious doctrine that leisure is the chief aim of life, rather than that fair and honorable work is our mission, and will bring its best rewards? The idle classes which swarm and threaten to overwhelm our cities are chiefly created by these doctrines, and those who teach them are the worst enemies of the working classes in this country.

We are witnessing a period of depression in many industries, but legislation is not entirely responsible for it. As we have before pointed out, the bad quality of work is a very powerful influence in this direction. During the war a great deal of money was acquired very rapidly by many persons, and they spent their money recklessly. Simultaneously there grew up a system of giving the semblance of work for real work. The rapid accumulations of fortune have now ceased, but the same substitution of "shoddy" contrivances and of "scamp work" for honest duty continues. If a man with moderate means wishes to build, he hesitates, because he knows that his house will be so badly constructed, both as to material and workmanship, that in a few years he will pay more for repairs than he would have paid for rent. Adulterations are the rule rather than the exception with almost every article of consumption. Clothing is tacked together only to become worthless before it has been worn a month. The same remarks apply to a long list of the articles by which the people live. The consequence is that the industries languish, or that customers seek in other countries what they cannot find at home. This is a more alarming and deeper evil than is generally supposed. "If I want good leather," a shoemaker will tell his customers, "I must send abroad for it. Our tanners use oxalic acid to give skins a tanned appearance, and when they are dry they snap like a carrot."

What our working men ought to do in the coming elections is to disregard the demagogues who ignore these truths, and who urge the claims of spurious advocates of the rights of labor. Labor is always worth what it can honestly produce. The hope of the future lies in its improvement, and not in political quackery. And when the artisan is called upon to exercise his voting power, he had better study the character of the candidates for himself, recollect the course of the parties with which they are allied, and form his own independent judgment upon them.

ITALY AND THE POPE.
From the N. Y. Herald.

Italy goes to Rome, as she needs must, since she is driven by a power quite as strong if with better motives than the power in the proverb. Without Rome the kingdom of Italy is simply an acephalous monster, and this the people feel and sea. Suppose this lop-sided, half-made-up monarchy, that lives feebly in the sufferance of its subjects, should resolutely stand still in view of the present position of Rome. Then the Italian people would go to Rome without the monarchy, and the Roman people, rising as at Viterbo, would declare the Roman republic. With a republic in Rome there would be another in Florence, another at Venice. Italy, through and through, would be stirred in sympathy with the Roman movement and Victor Emanuel would have time to take a trip to Wilhelmshohe. It is because all this is inevitable and obvious and has the force of the people behind it that the monarchy goes to Rome. It goes to occupy the only point in Italy from which it can govern the Italian people. But, going with this provident, cool view of things, it goes, of course, without passion or enthusiasm for or against anything or anybody, and especially without hostility to the Pope. It would be pleased indeed to hold Rome in partnership with the head of the Church, considering its mission as the leader of the people amply filled by its seizure of the common governing machinery and by the dating of its decrees on the Capitoline Hill.

This is well enough for a government which only does what it must do, and that has an amiable desire not to shock anybody; and though it will not thus please the revolutionary party its action will be accepted as satisfactory by the great mass of the Italian people, who do not the less adhere to their religion because they do not want its priests to be disturbed with the distracting cares of State. But how will it suit the Pope? Not in the least. He will not accept any arrangement save under pressure of necessity. He will not formally resign his claim as a temporal sovereign. Should he go to some other Gaeta he will have to wait long for the coming of the power that will restore him to his throne. An abandonment of Rome now would be far more momentous than was the same act in 1848. In those days France, by assuming a strong position towards the Pope, made the first step towards putting Austria out of Italy, and worked effectual divorce between Austrian and Papal councils. France was thus left the only friend of the Pope, and that friend can never help him again; while Spain, that might have succeeded to the post, has trouble enough at home. If an Orleans prince placed on the throne of France should assume a reactionary attitude towards Rome barricades would go up in Paris.

It is therefore perilous for the Pope to leave his capital, so far as relates to the possibility of his ever returning, and of course perilous for him to stay, so far as relates to his temporal independence. What can he do? It is reported that Victor Emanuel's government will propose to him to make Rome the stake of a game of *plebiscitum*. This, if accepted, would be a very impotent conclusion, for the King would simply bargain without his host. It is not the people of Rome that are to be considered in this matter, but the people of Italy. It is the nation that wants the city, and it would not stop even if it knew that the sentiment of the city were against it, though it in all probability is not. Pius the Ninth will not go into an election in which, even if he won, his success would be wrested from him by a third party outside; and the King will not commit himself to a possible abandonment of Rome in circumstances that would invite the formation of the republic, to prevent which he now crosses the frontier. It is clear what Italy must do, but difficult to see whither his infallibility will drift.

GEN. GRANT STANDING ON HIS HEAD.
From the N. Y. Sun.

Years ago, long before any railroad had crossed the Alleghenies, a line of eight stage coaches started from Cumberland one morning, taking the National Road west. The first coach carried the mail, with a few passengers, and was drawn by four quick-stepping, bob-tailed grays, that had been a long time on the road, and knew the route quite as well as the driver. This team was driven by a harum-scarum young fellow who was very proud of his horses and their excellent training, and fond of attracting attention to their good points. On the morning referred to, the train of coaches had not gone many miles before this youth, for the purpose, as he expressed it, of "aggravating" the drivers who were following him, proceeded to indulge in some extraordinary demonstrations. While his team was dashing away at a sharp trot, he fastened the lines, and, mounting the roof of the coach with his back turned to his horses, commenced a lively war dance, finishing his performance by standing on his head, and derisively kicking his heels in the air.

The drivers following this eccentric youth, considering these strange proceedings as a personal affront, became highly indignant; while their outside passengers, affrighted at the young man's recklessness, were unsparing in their denunciations of such criminal disregard of the safety of passengers. As a natural consequence, formal complaints were laid before the proprietors of the stage line, and the delinquent was called upon to answer to the charges preferred against him. Of course he could not deny the facts; but he pleaded in excuse that he had run no risk of accident, as the horses were so well trained that "they would drive themselves."

"If the horses will drive themselves," said the proprietors, "there is certainly no need of our paying you for driving them;" and forthwith they gave the young man a summary discharge. But they put a careful and skilful driver in his place, well knowing that the team always required the guiding hand of a competent reinsman.

General Grant seems to think that the Government of the United States is a team which will drive itself. His personal supporters appear to be of the same opinion. Indeed, so prominent an individual as Senator Harlan, in a letter apologizing for the shortcomings of the present administration, has argued substantially that the organization of our Government is so simple and complete that it does not require a person of any great talent to fill the position of President, and that therefore General Grant will answer the purpose as well as a man of real ability. And so General Grant, even at a time when every hour is fraught with events of the greatest moment, feels himself free to desert the seat of government, and go junketing about the country wherever he can find free passes and free quarters; to spend his time at horse races, in fishing excursions, or in standing on his head, if he sees fit; neglecting his duties, setting a bad example, and an effectual one to his subordinates, and quite as indifferent to the responsibilities of his station or the requirements of propriety as the young stage driver who came to grief through his untimely gymnastics on the National Road.

But the sorely taxed people of the United States are scarcely in the humor to pay for driving a team which will drive itself. Neither are they of the belief that it was ever intended that the President should be the fifth wheel to a coach. And when General Grant's present term of office expires, his disgusted fellow-countrymen will be likely to put the reins of government in the hands of some one who not only possesses the requisite skill to drive the chariot of state, but also the honesty to devote his best exertions to the fulfilment of the duties he is paid to perform.

IMPERIALISM IN TEXAS.
From the N. Y. World.

It is to the credit of President Grant that he has recognized the French republic, and in a man so sunk in his own ease it adds to that credit that he should have been able to tear himself away from his luxurious seaside indulgence for the time necessary to visit Washington and see personally to the proper execution of such recognition. True, there are ugly rumors that at heart he is no friend to the new republic, recognized it only from policy, and anticipates its speedy fall; but, looking only to the main point, we see him measurably prompt in acknowledging the aspirations of a foreign people after self-government; and this fact throws a dark shadow on his neglect up to this time to notice the appeal of one of the United States to be relieved from the despotism now oppressing it and guaranteed a republican form of government. Such an appeal comes up from Texas, and in the facts going to prove its necessity it would certainly seem that there appears enough to make any lover of republican government feel the blood stir in his veins.

The people of Texas represent that in a series of enactments known as "administration measures," because prepared by the Governor of the State for the servile Legislature which at once passed them, their civil liberties are in great danger, if not now actually overthrown, and in verification of such statement refer to the tenor of the acts named. These are five in number, and we briefly synopsize from the full exhibit made in the petition before us. First comes an act ostensibly to organize the State militia, but really to create a standing army of many thousand men. In the active corps of this army, or the State Guard, are to be enlisted picked men of the Governor's own selection, and in the reserve the whole arms-bearing population is to be enrolled, under penalty of fifteen dollars for every man who refuses to place his name upon the lists. All officers in both bodies are to be appointed and dismissed by the Governor at pleasure, at pleasure the Governor is to disburse the fund arising from the fifteen-dollar exemption; and, whenever he may see fit, the same functionary is empowered to proclaim martial law throughout the whole State or in any portion of it, put his whole force on a war footing, suspend the civil law, arrest any citizen or citizens, try, condemn, and execute them by martial law, and call on the community thus put under the ban of the bayonet to foot the bill.

The second "administration measure" is an act to organize a State police, or, in other words, a mounted battalion of detectives, who are declared "independent of all local peace officers," made amenable only to the Governor, and given a general jurisdiction as *gens d'armes* and *mouchards* throughout the State.

The third act is one authorizing the Governor, in his own good pleasure, to appoint all district attorneys, county officers, sheriffs, district court clerks, and mayors and boards of aldermen throughout the State, though by the reconstructed constitution of Texas it is most positively declared that these officers are to be elected by the people.

Fourth and fifth of the lawless edicts against which the people of Texas petition are the registration and the election acts, the sum and substance of which are that the Governor is empowered to appoint all registrars and "supervise" all voting lists, and that the judges throughout the State are expressly forbidden, in any way or on any pretence, to interfere with said registrars, or take cognizance of cases arising under said registration or election laws.

Such being the despotic acts which erect an imperialism in Texas, against which the people of that State protest, it is further to be remarked that their petition states that whereas the cost of their State government has never exceeded $400,000 per annum, the average since annexation being but $300,000, the estimates just presented by the Governor amount to $1,600,000, or 400 per cent. more than ever before known.

In the face of such an imperialism as this, the people of Texas, through their representative men of all shades of past difference, "do respectfully petition the Congress of the United States to exercise its constitutional duty to restore to this State a republican form of government," and do most solemnly appeal to their fellow-citizens of the United States to aid them in this their petition. We will only add that since the date of this petition the Legislature of Texas has refused to permit an election for Congress in that State this fall, and with so much submit the question whether President Grant, who even tore himself from Long Branch to array this country against the French empire, is not bound to do something in reprehension of imperialism on our own shores.

ITALY AND GERMANY.
From the London Saturday Review.

The appeal which Professor Mommsen has made to Italian justice and good sense is well-timed, although the immediate risk of intervention in the quarrel between France and Germany has been averted by the events of the war and the energetic diplomacy of the Prussian Minister at Florence. The arguments which seem most forcible to a German scholar are not perhaps the best adapted to the comprehension of ordinary Italians. It may be perfectly true that the study of questionable French novels has injuriously affected the literary taste and the morals of Italy; but Eugene Sue and the younger Dumas wrote for their own countrymen, without any malignant design on the virtue of foreigners. There is certainly no reason to fear that German fiction will be unduly attractive; nor indeed are the demands of circulating libraries likely to be materially affected by political changes. The argument that Italy owes no debt of gratitude to France is perhaps more to the purpose. The cession of Savoy and Nice may be fairly regarded as payment in full for the acquisition of Lombardy; and it must not be forgotten that in commencing the liberation of Italy the Emperor Napoleon disregarded the prejudices of the great majority of French politicians. The maintenance for nearly twenty years of a French garrison in Rome, and the marvellous performance of the Chassepot rifles at Mentana, can scarcely be reckoned among the benefits conferred by France on Italy. Venetia was acquired in pursuance of a bargain concluded, not with France, but with Prussia, and the recent evacuation of Rome was effected by the pressure of German arms." It may possibly be true that the Prussian Minister has offered to assist Italy in recovering Savoy and Nice, while France has no territorial aggrandizement to offer as the price of an alliance. It is doubtful whether sympathies arising from race and language have any considerable influence on national alliances. It is true that both French and Italian are derived from Latin, but the Spaniards, who speak a third Romance dialect, are not remarkable for their attachment to the French; and the Danes, who are more nearly akin to the Germans than to the Latins of Southern Europe, would, but for paramount reasons of prudence, have gladly joined France in the present struggle. As a question of fact, it is uncertain whether the Italians really feel any strong predilection for the French. The motives which may have weighed with the King and with a section of the court have no general operation. The community at large probably wishes to keep clear of external complications, while enthusiasts cannot but feel that the attainment of their objects is rendered more feasible by the enforced withdrawal of the French from interference with Italian affairs. The friends of the Pope have never heartily trusted their Imperial patron, and the Republicans are attracted by common hostility to any assailant of the dynasty of Napoleon.

If the success of the Germans had been less rapid and less complete, it is possible that the Prussian Minister might have guarded against any possible disturbance of neutrality by providing the Italian Government with occupation at home. One of those ingenious writers who, after the manner of the Hebrew prophets, habitually embody a theory in a parable, has symbolized the imaginary succession of events in a statement that Baron Arnim, on the discovery of a secret alliance between Italy and France, had paid a visit to Caprera. Diplomacy would assume a new form if ambassadors were in the habit of appealing to insurgent leaders against the policy of the Governments to which they are accredited. It is probably true that the agitators who are always contriving revolution in Italy would have welcomed any encouragement on the part of Prussia; and in default of foreign aid they have, it seems, been preparing for independent action. The Government has at last thought it necessary to arrest Mazzini, who has in ordinary times been permitted with impunity to weave his transparent plots under the eyes of the police. So vigorous a measure would scarcely have been adopted unless an insurrection were imminent; and probably the scheme will be disconcerted by the removal of the chief conspirator. As soon as the danger is past Mazzini will probably be liberated, and perhaps by that time the Roman question may have been provisionally settled. It is said that Cardinal Antonelli is inclined to make some arrangement with Italy, and possibly the Pope himself may at last understand the peril of his position. Since the departure of the French garrison the Papal army is apparently on the brink of dissolution, for both the French and the Bavarian soldiers profess, and perhaps feel, a desire to join their respective national standards in preference to the inglorious service in which they are at present engaged. Lord Denbigh indeed exhorts Catholic volunteers to throng to the defense of the Pope, bringing with them the means of subsistence; but recruits who give a bounty instead of receiving it are not readily obtained. The considerable Italian force which is now collected on the frontier of the Papal States may not improbably be invited to aid in the suppression of disorder; and an Italian garrison once occupying Rome would be likely to remain. Although the nominal sovereignty of the Pope might for the present be respected, the substitution of Italian troops for the French army of occupation would entirely alter the relation of Rome to the national Government. By degrees the civil authority would also be transferred, and a successor of the present Pope might not improbably be induced to accept the position of a purely spiritual Lama. If the Italian Government should be slack in taking advantage of opportunities, Rome may perhaps become the centre of a democratic revolution.

The suspicion that North Germany may undertake the protectorate of the Holy See, now that it has been abandoned by France, has no foundation of probability. The Prussian Government has with varying success cultivated friendly relations with the Pope for the laudable purpose of satisfying its Catholic subjects; but the bishops and theologians who took the lead in the opposition to the Pope and the Jesuits in the Council would be the last to desire that their Government should support the temporal power by force. An Italian writer who answers Mommsen's address demands that Germany shall declare the Council of the Vatican to be void of all œcumenical authority. The German Governments will not undertake a duty with which they have no concern; but the German Church has through its most eminent prelates protested against the new dogma, although they have been outvoted by a herd of Italian bishops, who would, but for an error of Ricasoli's, have been either less numerous or less subservient to the Pope. If Italian statesmen require any security against the presence of a German garrison in Rome, they have only to look at the map. Ten or twenty thousand Germans encamped in Rome would always be at the mercy of France, which could in three days despatch an overwhelming force from Toulon to Civita Vecchia. The former garrison of Rome was accurately described as the vanguard of the French army, because it was in communication by sea with an unlimited reserve. A German contingent in the heart of Italy would be cut off by sea and by land from all possibility of reinforcement. Prudent politicians of every country may well object to the establishment of any preponderating power in Europe; but if an equilibrium is unattainable, the best guarantee against ambitious encroachment is distance. While Austria retains its present limits, there is no point of contact between Italy and the territory of the North-German Confederation or of its allies. It may be true that German theorists or antiquaries have somewhere spoken of the Mincio as the southern boundary of Germany; but the Italian districts to the north of the river are bounded by the Austrian province of Tyrol, and an attempt on the part of Prussia to realize the dreams of ambitious geographers is even more improbable than the introduction of a North-German garrison into Rome.

If nations thought themselves bound to be consistent, Italy ought to admire, in the exploits achieved by the Germans, the reproduction on a larger scale of its own extraordinary progress. French Liberalism opposed, in Italy as in Germany, the desire of a divided nation to escape from consequent weakness, and especially from foreign influence. Piedmont anticipated in Italy the mission of Prussia in Germany, and none of Plutarch's parallels is as close as the likeness between Cavour and Bismarck. The analogy undoubtedly helped to mislead Napoleon III into his disastrous attempt to levy a territorial fine on Germany as the price of her approximation to unity. If Italy had been a match for France in the field, Cavour would never have ceded an acre of Victor Emanuel's dominions; but it was only in a popular saying that Italy was able to do her work for herself. Comparative weakness has exposed the Italians to spoliation, but it has saved them from the necessity of fighting for existence. Napoleon III might fairly contend, in opposition to Thiers, Guizot, and to the other enemies of Italy, that a monarchy which could be compelled to cede two of its most ancient possessions was almost as harmless a neighbor as if it had been a cluster or federation of petty principalities. It was because North Germany was more formidable than Italy that Frenchmen unanimously deemed it expedient to undertake a war for the re-establishment of the ancient state of subdivision. At one time it seemed probable that the Emperor's Italian policy would receive an additional justification from the French point of view, by providing him with an alliance which could never have been offered by Tuscany, by Parma, or by Naples; but wiser counsels happily prevailed, and there is for the present no probability that a Latin coalition will be formed. The practical ability of the Italian Government will be sufficiently tasked in dealing with the perplexities of the Roman question. It will probably be expedient to give the Pope the aid which he is likely to require, and in return for a material service there will be an opportunity of extorting diplomatic concessions. The recognition which has hitherto been withheld from the King of Italy can scarcely be refused to the protector of the Papacy. When the Germans have succeeded in convincing the French newspapers that they are not exclusively Prussians, the Pope may perhaps at last be induced to acknowledge that Piedmont is absorbed in Italy.

SPECIAL NOTICES.

PHILADELPHIA UNIVERSITY OF MEDICINE AND SURGERY, located NINTH Street, south of LOCUST.—The Committee to distribute free tickets to medical students for the lectures of the University, which commence October 1, will receive applications until October 15. The application must be made in writing, with evidence of inability to pay full fees and of good moral character. The names of the gratuitous students will not be disclosed. Apply to or address W. PAINE DEAN, M. D., University Building, for free medical attention, WEDNESDAY and SATURDAY, from 12 to 2 o'clock. S 27 smw9t

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
SEPTEMBER 5, 1870.
The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per share on the stock of the Company for the last six months, which will be paid to the stockholders or their legal representatives, after the 15th inst.
9 6 9t WM. G. CROWELL, Secretary.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

UNIVERSITY OF PENNSYLVANIA.—THE College Year will open on THURSDAY, September 15. Candidates for admission will present themselves at 10½ o'clock on that day.
FRANCIS A. JACKSON,
9 5 10t Secretary.

THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths6

TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

THE UNION FIRE EXTINGUISHER
COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to ten million dollars.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
2½ FIFTH and WALNUT Streets.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

JAMES M. SCOVEL, LAWYER,
No. 113 PLUM STREET, CAMDEN, N. J.
Collections made anywhere inside of New Jersey. S 16 30t

POLITICAL.

FOR SHERIFF,
WILLIAM R. LEEDS,
TENTH WARD. [7 11 tf

FOR REGISTER OF WILLS,
1870,
WILLIAM M. BUNN,
SIXTEENTH WARD.
Late Private Company F, 72d P. V. [7 11 tf

CORDAGE, ETC.
WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N DELAWARE Avenue.

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NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

SHIPPING.
FOR TEXAS PORTS.
The Steamship Hercules
WILL SAIL FOR NEW ORLEANS DIRECT ON SATURDAY, SEPTEMBER 17, at 8 A. M.
Through bills of lading given in connection with Morgan's lines from New Orleans to MOBILE, GALVESTON, INDIANOLA, LAVACCA, and BRAZOS at as low rates as by any other route.
Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.
For further information apply to
WILLIAM L. JAMES,
General Agent,
9 10 6t No. 130 South THIRD Street.

LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE.—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
2 8 § PIER 19 NORTH WHARVES.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Brooklyn, Saturday, Sept. 17, at 10 A. M.
Etna (via Halifax), Tuesday, Sept. 20, at 1 P. M.
City of Brussels, Saturday, September 24, at 2 P. M.
City of Washington, Saturday, Oct. 1, at 10 A. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Par's	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 8, above Arch street, on FRIDAY of each week at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
SEPTEMBER, 1870.
J. W. Everman, Friday, Sept. 2.
Salvor, Friday, Sept. 9.
J. W. Everman, Friday, Sept. 16.
Salvor, Friday, Sept. 23.
J. W. Everman, Friday, Sept. 30.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The HERCULES will sail for New Orleans direct, on Saturday September 17, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on Friday, September 9.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.
WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, September 17, at 5 A. M.
The TONAWANDA will sail from Savannah on Saturday, September 17.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.
SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Friday, September 16, at 6 A. M. Returning, will leave Wilmington Friday, September 23.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 45

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4§ No. 132 South DELAWARE Avenue.

WHISKY, WINE, ETC.
CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 8 8 2p6

WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

NEWS SUMMARY.

City Affairs.

—Before Alderman Smith, yesterday afternoon, James Monaghan had a final hearing on the charge of shooting James Cleary on Sunday night, the 28th of August. Complainant testified that he was at the public house of Edward Bonnoll, No. 17 South Ninth street, when two men drove up in a wagon and came into the tavern to get a drink. One of the men asked him to drink with them, and while he was at the bar Monaghan threw a tumbler at him, and he hurled the bar pitcher at Monaghan; then they clinched and were soon separated. Monaghan then went away and returned in an hour and a half, and presented a pistol at witness. Cleary jumped and got hold of him, and both fell to the floor. Monaghan fired three shots, one of which took effect in Cleary's hip, causing, however, only a flesh wound. Monaghan was held in $2000 bail for his appearance at the next term of the Court.

—Between 1 and 2 o'clock yesterday morning, Mr. Edward N. Megargee, residing in the Twenty-second ward, was aroused from sleep by a noise in the house, and upon going down stairs discovered a man in the act of bundling up some articles preparatory to their removal. Giving the alarm, Policeman William Bishop came to his assistance, and the burglar was secured.

—About 11 o'clock on Tuesday evening, while Nicholas Hogan was passing along Sixth street, near Fitzwater, on his way home, he was attacked by the gang of young men and badly beaten. They knocked him down and jumped on him, and all without any cause as far as he knows.

—The Board of Trusts held a stated meeting yesterday afternoon, at their rooms on South Fifth street. The several representatives of the various trusts made report that matters were progressing satisfactorily in their different departments. The row of new houses upon the Girard property at Sixth and Brown streets were being rapidly erected. Two of them are already under roof; four others are rapidly being roofed; and the remaining ten, for the same purpose, will be ready by next week. The alteration into stores of the three dwellings in Girard Row is being rapidly pushed forward. The estate, when they are completed, will be one of the finest rows of stores in the city. The studies in the college have been resumed, after a vacation of two months. The boys are now attending to their studies with renewed energy. A battalion of cadets has been organized, and supplied with muskets suited to their age. Military discipline is now an established portion of the institution, and these four companies of college cadets, well uniformed, are in an excellent state of discipline. They are armed and equipped, with their own band, consisting of pupils. They present a very pleasing appearance. The Board have directed the paving of Water street with Belgian blocks, but the lateness of the season and the difficulty of procuring material will compel a delay until the coming spring. The board are taking measures for a thorough examination of the valuable Girard lands in Schuylkill and Columbia counties, as well as the large body of lands in Centre county bequeathed to them by Elias Boudinot.

—The Republican Invincibles held a large meeting last evening at Concert Hall. Hon. R. Stockett Matthews was the orator.

—About 8 o'clock last night a fire broke out in the upper story and roof of No. 630 Spruce street. Before water could be put upon it, the flames had gained considerable headway and threatened the destruction of the surrounding property. They were finally got under control, and had been apparently extinguished, when they suddenly broke out from beneath the tin on the roof of No. 628, and for a short time they burned fiercely. They were finally extinguished by the flood of water poured upon them, but not until considerable loss had been entailed upon the occupant and owner of the property No. 628, Mrs. A. P. Anderson. The damage will not probably exceed $2500, and is fully covered by insurance.

Domestic Affairs.

—Gold closed yesterday at 114¼.

—Chaffee, Republican, is almost certainly elected delegate to Congress from Colorado.

—The Cincinnati Industrial Exposition will be opened on Wednesday next. It promises to be a great success.

—Hon. L. D. Shoemaker has been nominated by the Republicans of the Twelfth Pennsylvania Congressional district.

—A treaty has been concluded with the Osage Indians, whereby they agree to the sale of their lands in Kansas and to move to the Indian Territory.

—At a meeting of the St. Louis bar yesterday, resolutions were passed deploring the death of Miss Barkaloe, a young female attorney of that city. A very high tribute was paid to the erudition, industry, and enterprise of the deceased lady.

THE WAR.

LAST NIGHT'S DESPATCHES.

THE PROSPECTS OF PEACE—THE ARMISTICE ASKED BY FRANCE—STRASBURG AND TOUL—THEIR HEROIC DEFENSE—THE PRUSSIANS AROUND PARIS—THE REVOLUTION IN ROME.

LONDON, Sept. 14.—[Dispatch to New York Herald.]—In diplomatic circles in this city, the mission of M. Thiers is deemed a complete failure, so far as it relates to the application for an intercession in behalf of a stay of hostilities.

LONDON, Sept. 14.—[Dispatch to the New York Herald.]—The latest advices from Strasburg are to the effect that the heroic defence is drawing to a close, and the surrender is imminent, occasioned by the failure of ammunition and provisions.

LONDON, Sept. 14.—[Special to the New York Tribune.]—The Bavarian ministers are considering a scheme for the reconstruction of the North German Confederation and for forming a German Parliament. The democratic socialists are agitating for peace with their French brethren, and are protesting against the annexation of Alsace and Lorraine. A printed address was seized by the police in Brunswick and its authors and publishers imprisoned.

Mr. Washburne's letter to Favre is sharply criticised by the national Zeitung. It is said that he had authority merely to recognize the new Republic, and all beyond was an expression of personal feeling. It complains of his failure to protect the Germans under his care, now persecuted by Gambetta more cruelly than before. The King prohibits the storming of Strasburg until it is possible without a great sacrifice of life. It is confirmed that Bazaine refuses all terms, and it is expected that he will attempt to cut his way out.

The removal of General Steinmetz was caused partly by his needless sacrifice of troops, and partly by his having fought at Spirecken and Forbach against General Moltke's orders, and made the battles of August 14 and 16 necessary. The German Princes are preparing a manifesto regarding the future organization and government of Germany, to forestall popular action and anticipate liberal action. Minister Van Del Bruck, after visiting all the Princes not with the army, especially the King of Saxony, has now gone to report to the King's headquarters.

PARIS, Sept. 14, via LONDON.—Jules Favre has received the congratulations of the diplomatic representatives of England, Spain, Austria and Holland, who remain at Paris.

The fugitives from Marshal McMahon's army reach the neighborhood by hundreds.

The Prussians are pumping the water from the moats around Strasburg, and it is reported that that they are preparing to send out balloons from which nitro-glycerine will be dropped into the French magazines.

PARIS, Sept. 13.—[Special to the New York Times.]—I am convinced that we shall soon have peace. The Republicans now say openly that peace must be had at any price. One who has intimate relations with the government tells me to-day that, cost what it may, peace will be made at once, as the only way of saving the Republic. The Franco American fraternization is culminating into extravagances. Mr. Washburne is the hero of the hour, and daily demonstrations in his honor take place. The name of the *Avenue l'Imperatrice* is to be changed to the "*Avenue des Etats Unis.*"

PARIS, Sept. 13, evening.—[Special dispatch to the New York Tribune.]—One of the secretaries of the British embassy has started for the Prussian headquarters to ask whether negotiations are possible.

A correspondent, writing from Rheims, Sept. 6, describes a conversation with Bismarck, who began by expressing high regard for General Sheridan, and gratitude to the United States for their sympathy with Germany.

To a remark concerning German unity Bismarck replied that there was no stronger friend of unity than himself, but care was required in accomplishing the work. "South Germany having fought by our side her wishes must be considered and her inclinations cannot now be compelled. We must obtain the consent of those States to join us. In Bavaria it seems impossible to agree on any form of union, even among those who favor union. At Baden things look better. No doubt there is an opening."

The news of the French Republic had just been received, on which Bismarck said, "We shall not interfere with their domestic affairs." To a suggestion that there must be some settled government to give Prussia a secure guarantee for the payment of the war expenses and indemnity, Bismarck replied only by repeating "We don't want to interfere with the domestic affairs of France. Our people think we must have those German provinces that France took from us many years ago. We must, at least, render France powerless to menace us by the same road. Metz and Strasburg we must have, and we ask no more. They are necessary to our own safety. We are a very patient people. They have been telling us that we would not fight, and that they would compel us. Well, we are like the father of a family, who, after enduring many insults, at last consents to fight a duel, but only on condition that the struggle shall be decisive and shall be final."

A correspondent, writing from the headquarters of the Italian army at Terni, on Sept. 10, says Senor Martini passed through that place, returning from Rome, taking only an autograph letter from the King to the Pope, in which the King simply stated that considering the important events that had occurred, he had thought it his duty to occupy the Papal territory, promising to the Pontiff the free exercise of his spiritual office.

According to Cadorno's information, Martini had been received by the Pope, who said: "When the King's troops enter, I will declare myself a prisoner." Cadorno believes the Pope has ordered his troops not to resist the Italian government, and that he ardently desires to avoid bloodshed. Col. Charette, commander of the Papal forces, notwithstanding the Pope's order, threatens to oppose the Italians. His force is concentrated near Montfalco, where defensive works are thrown up.

The Papal army amounts to 17,000 well armed and equipped soldiers, having Remington muskets and several mitrailleuses.

The zouaves threaten to massacre the people if a rising occurs. Cadorno told me that if any act of brutality is committed they will kill the foreign troops to the last man, but the natives will be treated as brothers.

Three divisions of the Italian army are encamped near Terni.

I asked Cadorno if there was any chance of their now abandoning the enterprise, and he started and exclaimed, "Don't you see the spirit of the army and the people; to draw back now would be to ruin the government."

FLORENCE, Sept. 11.—The answer sent by Martini from the Pope proves to be utterly illegible. The Cabinet vainly endeavored to decipher it, and the dispatch is believed to be a trick of Antonelli to gain time.

LONDON, Sept. 14.—[Special dispatch to the New York Tribune.]—General Hazen arrived yesterday and left for the German headquarters, General Bernstorff having telegraphed to Count Bismarck for a pass. Captain Raymond Rodgers, of the steamship Franklin, is here. His ship will remain for some weeks at Portsmouth. The mails started to-night for Paris, but none have arrived.

A correspondent telegraphs from Berlin to-day as follows: On trustworthy authority I can give the position of the government as follows: The so-called national defence government in Paris, though existing *de facto*, is of no validity *de jure*, nor will we treat with it.

When Paris is taken, the Senate and Corps Legislatif, with the regency, the government *de jure* can, and it is expected will, resume their sessions and appoint a commission to accept terms of peace, and the Empress can return. When peace has been concluded, Napoleon will be released and France will be left free to have an Emperor, or such other government as its people may want.

LONDON, Sept. 14.—[Special to the New York World.]—A grand democratic meeting will be held on Monday next, and resolutions will be introduced calling upon Mr. Gladstone to acknowledge the French Republic.

Advices from Lyons state that all English and Germans have been ordered to leave. The red republicans are in the ascendant and a terrible spirit is rising. Great meetings have been held of the workmen of La Croix Rousse, who threatened Fort Montressy. Martial law was declared and the people clamored for the expulsion of the Jesuits, and coffins were opened in one of the convents in search of arms and money.

From Paris we learn that the American legation has been compelled to double its force. Steam engines are stationed in the streets ready to extinguish fires.

The Palais Royal and Palais de l'Industrie are barracks filled with troops. A battery of mitrailleuses is established on the arch de triumph.

General Ripley, of confederate fame, and two artillery officers of the United States army during the war have commands under Trochu.

Many Americans have volunteered. The Seine is patrolled by gunboats. The advance guard of the Prussians is before Paris, consisting of 45,000 men, and the remainder are moving up slowly, having reached Coulommiers on Tuesday in force. There is a rumor of an engagement yesterday between the German light cavalry and sharpshooters, at Moret, a station four miles from Fontainebleau, in which the cavalry were badly beaten and driven back. An alliance between Russia and Austria is believed to have been consummated.

It is reported that Parliament will be convened in October.

Instructions have been sent to the English fleet in China to co-operate with the French in avenging the massacre of the missionaries. Russia is also to act with the western Powers.

The distress and gloom in east Prussia has led to some outbreaks.

Telegrams from Florence announce the occupation of Viterbo, Civita Castellana, Magleano, and Monte-Rotondo, by the Italian troops, under Cadorno. Another column, under Bixio, is under the walls of Civita Vecchia, to co-operate with the fleet of Admiral Cerrati, and a third column is at Anagui.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5:40	MOON SETS	9:21
SUN SETS	6:09	HIGH WATER	4:49

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Marathon	Liverpool	New York	Aug. 27
Erin	Havre	New York	Aug. 27
Parana	London	New York	Aug. 27
Australia	Glasgow	New York	Aug. 27
Iowa	Glasgow	New York	Aug. 31
England	Liverpool	New York	Aug. 31
Dacian	Marseilles	New York	Sept. 1
Columbia	Glasgow	New York	Sept. 3
C. of Cork	Liverpool	New York	Sept. 3

FOR EUROPE.

Nebraska	New York	Liverpool	Sept. 16
Pennsylvania	New York	Havre	Sept. 17
Australia	New York	Glasgow	Sept. 17
Lafayette	New York	Havre	Sept. 17
C. of Brooklyn	New York	Liverpool	Sept. 17
Italy	New York	Liverpool	Sept. 17
Aleppo	New York	Liverpool	Sept. 17
C. of Baltimore	New York	Liverpool	Sept. 20
Etna	New York	Liverpool via H.	Sept. 20
Minnesota	New York	Liverpool	Sept. 21
Iowa	New York	Glasgow	Sept. 21
C. of Brooklyn	New York	Liverpool	Sept. 24
Columbia	New York	Glasgow	Sept. 24
Parana	New York	London	Sept. 24
Idaho	New York	Liverpool	Sept. 28
C. of Washton	New York	Liverpool	Oct. 1

COASTWISE, DOMESTIC, ETC.

City of Mexico	New York	Vera Cruz, etc	Sept. 16
J. W. Everman	Philadelphia	Charleston	Sept. 16
Pioneer	Philadelphia	Wilm'gton, N.C.	Sept. 16
Hercules	Philadelphia	New Orleans	Sept. 17
Wyoming	Philadelphia	Savannah	Sept. 17
Salvor	Philadelphia	Charleston	Sept. 23

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Saxon, Sears, Boston, H. Winsor & Co.
Steamer Mount Vernon, Kerst, New Haven, Hamilton, Neill & Co.
Steamer Mayflower, Fultz, New York, W. P. Clyde & Co.
Sch R. Willing, Cundiff, Baltimore. A. Groves, Jr.
Belg. bark Josepha, Fredericks, Esmore, for orders, Peter Wright & Sons.
Br. brig Kate Upham, Alexander, Richibucto, Souder & Adams.
Schr Mary, Gilchrist, Bangor, Hammett, Neill & Co.
Schr J. P. Comegys, Becker, Medford, do.
Schr C. Kienzle, Steadman, East Cambridge, do.
Schr S. Nelson, Cavalier, do. do.
Schr Evergreen, Berry, Providence, do.
Schr J. S. Weldin, Crowell, do. do.
Schr B. Blew, Whaley, Washington, do.
Barge R. RR. No. 7, Shenk, Middletown, do.
Barge Rose Ann, McCann, Brooklyn, do.
Barge Lough Foyle, Cawley, New York, do.
Barge Ocean Queen, Wallace, do. do.

ARRIVED YESTERDAY.

Nor. ship Soridderen, Pedersen, 49 days from Liverpool, with salt to order.
Steamer F. Franklin, Pierson, 11 hours from Sassafras River, with mdse. to A. Groves, Jr.
Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.
Br. bark Louis, Wickie, 36 days from Bremen, with empty petroleum barrels to order—vessel to L. Westergaard & Co.
Br. bark Maria, Webster, 43 days from Gloucester, Eng., with railroad iron to Naylor & Co.—vessel to Souder & Adams.
Br. brig Proteus, Enslow, 33 days from Gloucester, Eng., with old railroad iron to Workman & Co.—vessel to Souder & Adams.
Brig Open Sea, Veasey, 8 days from Providence, in ballast to Warren & Gregg
Schr Ada S. Allen, Allen, from St John, N. B., with laths and pickets to T. P. Galvin & Co.
Schr Anna Frye, Smith, from St. John, N. B., with laths to Patterson & Lippincott.
Schr Harry Lee, Barrett, from Newport, with mdse. to Chas. Haslam & Co.
Schr Addie L. Cutler, Smith, 11 days from Bangor, with lumber to T. P. Galvin & Co.
Schr Sarah Mills, Baker, 3 days from Hyannis, in ballast to Knight & Sons.
Schr Granite State, Burgess, from Boston, with linseed and logwood to order.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Sept. 14.—Seven barges leave in tow to-night, for Baltimore, light.

New Era, with iron ore, for Wilmington.
Dunlap, with empty bbls., for Philadelphia.
Birdhill Boy, with logwood, do.

BALTIMORE BRANCH OFFICE, Sept. 14.—The following barges leave in tow to night, eastward:—

A. V. Joslin, Amelia, W. T. Blessing, M. Hennessey, F. McWilliams, C. V. Houghton, U. S. Grant, Gwen Brady, and Ann McCaffrey, all with coal, for New York.

PHILADELPHIA BRANCH OFFICE, Sept. 15.—The N. Bottsford, with pig iron, for Baltimore, left last evening.

Andrew Allison, with marble, for Baltimore, left on the 13th inst.

Eight light barges left this port yesterday for Baltimore. L. S. C,

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Sept. 15.—The following boats left this morning in tow:—

Robert Furst and Mary and Willie, with lumber to Patterson & Lippincott.
Colonel Ellinger, with lumber to D. B. Taylor & Son.
General Siegel, with lumber to R. Woolverton.
Carrie and Elmer, with coal, for Salem.
John Haldeman, with lime, for Chesapeake.

(By Telegraph.)

LEWES, Del., Sept. 14 — Evening. — Three barks passed up to-day.

Arrived, bark Addie McAdam, in ballast from Buenos Ayres for orders; also, brig Ellen Bernard, 18 days from Turks island, for orders.

A three-masted steamer passed in at 3 o'clock this afternoon.

The vessels before reported in harbor still remain.

Wind S. E. Thermometer, 77.

MEMORANDA.

Ship Waterloo, Patterson, from Liverpool for Philadelphia, sailed from Gravesend 1st inst.

Ship Wallace, Jordan, from Antwerp for America, passed down the Channel 30th ult.

Br. steamers Manhattan, Forsyth, for Liverpool, and Russia, Lott, for Liverpool via Queenstown, cleared at New York 13th ult.

Br. steamer Cuba, Moodie, from Liverpool Sept. 3 and Queenstown 4th, at New York yesterday.

Steamer El Cid, for New York, cleared at Wilmington, N. C., yesterday.

Steamer Charleston, from New York, at Charleston yesterday, detained by heavy weather.

Steamers Huntsville and San Jacinto, from New York, at Savannah yesterday.

Steamer Sherman, Crowell, cleared at New York yesterday for New Orleans.

Steamer Varana, Wilkinson, cleared at London 31st ult. for New York, via Havre.

Steamer City of Cork, Allen, at Halifax 9th inst. from New York, and proceeded for Liverpool.

Steamer Guiding Star, Hildreth, from New York 27th ult., at Havre — inst.

Steamer Colorada, Freeman, from New York 31st ult., at Queenstown 12th inst., and proceeded for Liverpool.

Steamer Annie, Fenton, cleared at New York 13th inst., for Wilmington, Del.

Steamer Victor, Gates, sailed from New Orleans 10th inst. for New York.

Steamer Catharine Whiting, Howes, 9 days from Galveston, at New York 13th inst.

Steamer Etna, Lochead, cleared at Boston 13th inst. for Liverpool, via New York.

Steamer J. W. Everman, from Charleston 10th 10th inst., for Philadelphia, has on board 191 bales cotton, 79 do. yarn, 6 do. moss, 24 do. rags, and 323 barrels naval stores.

Steamer Yazoo, Catharine, for Philadelphia via Havana, cleared at New Orleans 9th inst.

Steamer Empire, Herring, hence, at Norfolk 12th inst., and sailed for Richmond.

Steamer Com. H. A. Adams, Fenton, hence, at Norfolk 12th inst.

N. G. bark A. Klockman, Schwanbec, for Philadelphia, sailed from Havana 4th inst.

Nor. bark Aladdin, Evanson, hence, at Sandhaven 29th ult.

Bark James Muir, Rogers, for Philadelphia, cl'd at London 1st inst.

Bark Pawnee, Anker, for Philadelphia, sailed fm Dublin 31st ult.

Br. brig Farnachi, Binsoff, for Philadelphia, sailed from Cardenas 3d inst.

Brig Paragon, hence for Boston, was spoken 12th inst. off Block Island, with loss of foretopmast.

Brig Mariposa, Nevins, hence, at Boston 14th inst.

Sp. schr Valencia, Cano, for Philadelphia, at Havana 7th inst.

Schr Argo, Taylor, hence, at Norfolk 12th inst.

Schr Neptune (of East Machias), Robinson, hence for Boston, was towed into New Bedford 12th inst. by steamer Helen Augusta, having been run into off Tarpaulin Cove by an unknown schooner, carrying away all head gear, knightheads, and cutwater.

THE FINE ARTS.

LOOKING-GLASSES AT Gold Prices,

EVERY VARIETY IN STYLE, AND THE VERY BEST WORKMANSHIP.

FRENCH PLATES ONLY.

EARLES' GALLERIES,

No. 816 CHESNUT STREET, PHILADELPHIA.

ART EXHIBITION.

ON FREE EXHIBITION AT CHAS. F. HASELTINE'S GALLERY, No. 1125 CHESNUT STREET,

BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liegé Ypres, Rotterdam, Utrecht, etc. etc.

A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.

Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

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DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1836.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES

On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$300,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	60,000·00
100,000 State of Pennsylvania Six Per Cent. Loan	112,950·00
100,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	100,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
50,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
50,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	32,625·00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
20,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
13,300 Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000 North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,000·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00

$1,231,400 Par. Market value, $1,225,270·0 Cost, $1,215,622·27.

Real Estate	35,000·00
Bills Receivable for Insurances made	$22,700·75
Balances due at Agencies:— Premiums on Marine Policies, Accrued Interest, and other debts due the Company	97,097·98
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank $168,318·88	
Cash in Drawer 972·26	169,291·14
	$1,852,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade.
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
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William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 1 1

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
CASH Assets, July 1, 1870 550,732·90

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
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John H. Brown,	James M. Aertsen.

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ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
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CHAS. M. PREVOST CHAS. P. HERRING

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WHITE PRESERVING BRANDY,
PURE CIDER AND WINE VINEGAR,
GREEN GINGER, MUSTARD SEED, SPICES, ETC.
All the requisites for preserving and pickling purposes.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
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READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.
W. A. WELTON,
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MRS. R. DILLON,
NOS. 323 AND 331 SOUTH STREET.
Ladies' and Misses' Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery, Crape Veils, etc. 1 4

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
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ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS. 9

The most durable Green will not fade, is brighter Color costs less than any other because it will paint twice as much surface, Ground pure only by the manufacturers Sold by all paint dealers. Office 122 N. 4th St.

INSURANCE.

Life Insurance for the People!

HOMESTEAD LIFE INSURANCE COMPANY OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company
OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888·24

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,609,888·24
INCOME FOR 1870, $816,000.	LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5.500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

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THEODORE M. REGER, Assistant Secretary.

INSURANCE COMPANY OF NORTH AMERICA.

Incorporated 1794. JANUARY 1, 1870. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, 1869	114,496·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

STATEMENT OF THE ASSETS.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,123,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	82,588
Notes Receivable, mostly Marine Premiums	331,944
Accrued Interest	20,357
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company, Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
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Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
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ASBURY LIFE INSURANCE CO. NEW YORK.

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FIRE ASSOCIATION,
INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,732.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
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George I. Young,	Robert Shoemaker,
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No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
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FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

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Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
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AMUSEMENTS.

WOUP LAI
OLD DAN RICE
WITH HIS OWN GREAT CIRCUS.
Trick Horse AMPLIATION and ASIATIC ANIMAL SPECTACLE will exhibit:
Lot EIGHTH Street, between Race and Vine,
MONDAY, TUESDAY, AND WEDNESDAY,
Sept. 12, 13, and 14.
Lot corner BERKS and FOURTH Streets,
KENSING

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

THURSDAY, SEPTEMBER 15, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

FRANCE, SPAIN, AND ITALY.

IT IS a significant circumstance that the immediate and tangible results of the war in Europe have been favorable to the cause of liberty. Some of the American soldiers have cherished the hope that the battles of the Old World will lead through sore trials and tribulations to results analogous to those attained here, and that John Brown's soul will go marching on on the other side of the Atlantic since its mission in the United States has been accomplished; and there is now a fair prospect that this hope will be realized.

Republicanism in Spain has been greatly strengthened by the course of events. The leading question in that country is no longer what prince shall be placed upon her throne, but what is the best method of changing her constitution so that all dynasties may be debarred from the succession. The republican system, which was formally and apparently finally condemned by the Cortes, is in a fair way to receive a rehearing, with a good prospect of adoption as the permanent form of government in Spain.

From Italy comes the intelligence that national troops have at last occupied the Papal territory, and that the nation is rejoicing over "the deliverance of the Roman provinces from the tyranny and impoverishing rule of the Papal Government." After years of agitation, remonstrance, and revolution had failed to accomplish this object, it is achieved now without any opposition more serious than slight skirmishes and ineffectual diplomatic protests. Napoleon was long the firm prop of the temporal power of the Pope, and in withdrawing his troops from Rome to facilitate his preparations for the war with Prussia, he opened the way for the completion of Italian unity. As the temporal government of the Papal States was about the worst that the world has ever seen in any age or country, its downfall is a good cause of rejoicing among all the lovers of liberal institutions; and this event would of itself go far to compensate for many of the miseries of the war which gave to Victor Emanuel the opportunity he had been eagerly awaiting.

France, too, instead of being compelled to postpone until the death of the Emperor another republican experiment, regains her domestic freedom under the most unexpected circumstances. She has not only got rid of her Bonapartes, but they have so deeply disgraced themselves in the eyes of the whole nation that their hold on popular confidence has been totally destroyed; and if Prussia attempts to put them back, they will be as contemptuously rejected as were the Bourbons.

Thus from the carnage of bloody battle-fields results wonderfully favorable to freedom have been wrought out in France, Spain, and Italy. Practically Napoleon was the common tyrant of all these countries, and his sudden downfall has led to their common deliverance. Germany, instead of lamenting or striving to undo this work, should be proud of it. Whatever view her kings and princes may take of these extraordinary complications, her people should rejoice that their valor has promoted not only their own safety and unity but the substantial welfare of other members of the great European family. In spite of the machinations of ambitious monarchs, the war is turning out to be a real war of freedom; and if those who have now the power to settle the final terms of adjustment do not willingly recognize this fact, a prolongation of the struggle may make it painfully clear to their understanding.

OUR PRIDE IN OUR PARK.

PHILADELPHIA may proudly boast of her park. It is a genuine republican luxury, a *public thing* ready for everybody and within reach of everybody. The park is a triumph! It brings the country into the city; it brings the verdure and the quiet of the fields, the stillness and shadows of the forest, close to the noisy streets, thronged with dusty, worn, and jaded multitudes. Here is no deception—here is the veritable thing! The oak tree spreads as broadly as on the mountain-top, and the grass is as green as in the far-off meadow that steals so freshly through the memories of distant travel.

Public works are proverbially tasteless, but we can proudly point to our park in all its simple loveliness. Nature has been very kind to us: a beautiful river winds placidly between lovely banks, but mankind is so inimical to nature that we may justly boast of having done nothing to spoil the native graces of the scene. The ground rises and falls throughout the whole extent in such ceaseless undulations, that the old prosaic name of Fair-mount is literally true of every part of the vast area, and a true taste has left the natural beauty uninjured by the hand of man. Not a single glimpse have we of that half-educated taste that is always tawdry: not a nook or corner recalls the fine arts of the fancy fair, with its pincushions and patchwork. Nature is never marred by the obtrusiveness of the architect, and the smooth road unrolls through dell and over hillock with a simplicity and grace that never suggest the plummet and line of the engineer—and this is our triumph! Nothing can exceed this, for it is the highest art to conceal art, and it is the truest taste that never defaces nature, but only serves to bring its loveliness into relief.

Thus far nothing has been spoiled. The thickets still give little glimpses of wilderness as wild as a mountain fastness, while steep descents robed in their native verdure draw the eye to follow the abrupt decline, or the vision climbs with gladness from branch to branch of the ancient trees boasting of their centuries of growth. Eager tourists dare days of toil for scenery no fairer than that so close to our own doors, and the sun sets as gloriously and the moonlight rests as softly on the banks of the Schuylkill or the fair sides of George's Hill as on many a noted spot only to be reached by days of laborious travel.

In these times of extravagance and haste it takes a moral resolution to catch a moment of healthful leisure, and an effort of Spartan courage to enjoy a simple relaxation. Newport or the White Mountains, Duluth or Paris, is "the thing to see;" everybody "does them" as a duty, or expects to do them some day, but the domestic, quiet pleasure trip of a few hours is too often neglected as a thing of naught.

THE REDUCTION OF NAVAL EXPENSES.

NO PLEA for economy should induce the Government to discharge from the army or navy any officers in good standing or to reduce any from higher to lower grades. The great superiority of our military over our civil service is due to the assurance that is held out to those who enter it that they will be permanently retained, if they so desire, during life or good behavior, with chances of promotion from the lower to the higher grades, as their merits may deserve or the exigencies of the service permit. It is due to the tax-payers of the country, however, that hosts of unemployed officers should not be retained upon the pay-rolls of either the army or navy in times of profound peace, if it can be prevented; and as officers who have been regularly commissioned cannot with propriety be discharged, the retiring law should be rigorously enforced in letter and spirit. The number of the higher grades should be reduced by prohibiting promotions, and new officers should not be admitted except on a system that will prevent the service from being overcrowded. The evil of a superabundance of officers is more severely felt in the navy than in the army, and there now exists in that branch of the military service a state of affairs that calls for some decided action on the part of Congress.

There are now in the navy, provided the promotions caused by the death of Admiral Farragut are confirmed by the Senate, 1 admiral, 1 vice-admiral, 36 rear-admirals, 80 commodores, 75 captains, 105 commanders, and 185 lieutenant-commanders, or a total of 483 officers entitled to command fleets and vessels, for a force of about eight thousand men. In the army the officers of corresponding grades only number about 225 for a force of 50,000 men. In the navy there is one commanding officer to every sixteen men, and in the army one to every 227 men, a disproportion that is out of all reason, even admitting the differences of the two branches of the service by which a certain number of men in the navy represents a larger force than it does in the army.

If there was ample employment for all these gentlemen there would be no cause for complaint, but there are many more officers than are wanted to maintain the navy at the highest state of efficiency desirable, and it is a notorious fact that it is next to impossible for the Secretary to find employment for a majority of them. Under the present law of Congress the officers of the navy are retired in regular routine when they arrive at a certain age, and are entitled for the balance of their lives to one-half of the highest sea pay of the grade of retirement. Under this arrangement there will be thirty-six rear-admirals retired between the present time and January 1st, 1880; add these to the twenty-one now on the retired list, and there will be fifty-seven, and if we allow 33 per cent. for deaths, then there will still remain at the end of the present decade 37 retired rear-admirals drawing $3000 each per annum, or imposing upon the Government an annual expense of $111,000. By the same calculation there will be on the first of January, 1880, 75 commodores, who will collectively draw $192,500 per annum from the treasury. Thus the Government will be at an annual expense of $303,000 for the support of two grades alone of retired naval officers who are not expected to perform duty except under extraordinary circumstances, and who if ordered upon duty will be paid double the amount of their retiring salary.

It is no injustice to the many worthy naval officers who, under existing arrangements, will be retired as rear-admirals and commodores during the next ten years, to say that this is a burden the tax-payers of the country ought not to be expected to bear. A partial reform can be effected now by abolishing the grade of admiral, which the death of Admiral Farragut has made vacant; that of vice-admiral when it shall be vacated by the death or resignation of its present occupant, and by prohibiting any more promotions to the grades of rear-admiral, commodore, and captain until the number of officers in those grades shall be very much reduced below what it is at present. In this way injustice will be done to no one, while a very large sum of money will be saved and the efficiency of the navy in no wise impaired. As a matter of course the officers of the navy are solicitous to have the present state of affairs maintained without change, but it is the duty of Congress to consult the interests of the country rather than those of individuals, and if the expenses of the navy are cut down in the manner we have indicated no one will have a legitimate cause for complaint.

ENGLISH SELFISHNESS.

ENGLAND has lost the respect and affection of both France and Prussia by her course during the present war, and isolated herself more completely than ever from continental sympathy. She mortally offended Germany by furnishing to the empire coal to speed its fleets on their devastating errand and arms to kill the soldiers of the Fatherland. Now, since a republic has been proclaimed, the British Government is supposed to be strongly influenced by Queen Victoria's desire to protect her royal relatives in Europe from the danger of dethronement, and there has been a total want of zeal in the English efforts to bring about an armistice. The English press continues to advocate the restoration of the Orleans dynasty, to speak sneeringly of the new French administration, and to urge under the guise of friendship, that concessions even greater than those which Prussia is disposed to demand should be granted. The practical effect of this conduct, and of varied acts of treachery and hostility, has been to arouse in France a deep feeling of resentment which her statesmen would gladly gratify at the first opportunity. Already the hint is thrown out that the sympathy evinced by Ireland for France in the midst of all her troubles will soon be fully reciprocated, and that when the hour of reckoning comes the Emerald Isle will at last find an ally faithful and powerful enough to secure her freedom. With Germany indignant, France irate, Ireland rebellious, and America unforgetful of the Alabama, Great Britain has foes in every quarter and friends nowhere.

SPECIAL NOTICES.

For Additional Special Notices see the Inside Pages.

818 & 820 CHESNUT Street

THE MOST FASTIDIOUS

Pronounce

WANAMAKER'S NEW STOCK OF FALL OVER-COATS SUPERB!!

Even those who have no desire to purchase are invited to examine these Coats—they are "Works of Art."

☞ SECOND CONGRESSIONAL DISTRICT.

At a meeting of the Officers and Executive Committee of the UNION REPUBLICAN STATE CENTRAL COMMITTEE, held at the Girard House on Wednesday, the 14th day of September, the following resolution was unanimously adopted, viz.:—

Resolved, That the Republican City Executive Committee having decided that HON. CHARLES O'NEILL is the Regular Republican candidate in the Second District, the officers of the State Central Committee, in conjunction with the Executive Committee, who were charged by the State Committee with the general management of the campaign, will use all their exertions to secure the election of

HON. CHARLES O'NEILL.

JOHN COVODE, Chairman.

GEORGE W. HAMMERSLY,
M. S. QUAY,
JAMES W. M. NEWLIN, Secretaries. 1t

☞ FRIDAY, SEPTEMBER 16, LAST DAY AND EVENING OF THE FRUIT AND FLOWER SHOW AT HORTICULTURAL HALL.

MUSICAL MATINEE for Ladies and Children, FRIDAY AFTERNOON, September 16. HASSLER BROTHERS' NEW MILITARY BAND, with a Choice Selection of Secular and Sacred Music.

PRICES FOR MATINEE.
Admission.....Fifty cents
Children.....Half price
Or, Four Children on One Fifty Cent Ticket.

FRIDAY EVENING, September 16, GERMAN CHORUS, QUARTETTE CLUBS AND GERMANIA BAND. [9 15 2t

☞ THE GREATEST NOVELTY OF THE age is the HESS' SELF-WATERING FLOWER CASKETS for holding Natural Flowers. Now on exhibition at the Horticultural Fair. Manufactured and sold by the inventor, J. M. HESS, 9 14 2t* No. 1226 COLUMBIA Avenue.

☞ GRAND OPENING OF THE CAMPAIGN OF 1870 BY THE REPUBLICAN INVINCIBLES OF PHILADELPHIA AT THE ACADEMY OF MUSIC, FRIDAY EVENING, Sept. 16, at 8 o'clock, HON. HENRY WILSON, of Massachusetts, will address the young men of Philadelphia. Parquet and parquet circle reserved for gentlemen with ladies.
By order of the Executive Committee.
EZRA LUKENS, President.
H. C. HAWKINS, Secretary.
Tickets of admission can be had free, at GOULD'S, No. 923 CHESNUT Street, "Bulletin" Office, WORTHINGTON'S, opposite the Post Office, and at the Union League. 9 13 tuthf3t

☞ THE UNION REPUBLICAN NATURALIZATION COMMITTEE will sit daily at M. H. SOBY'S, No. 416 LIBRARY Street, from 10 until 2 o'clock. JOS. R. ASH, 9 6 tuths Chairman.

☞ WARDALE G. McALLISTER, Attorney and Counsellor at Law, No. 308 BROADWAY, New York.

☞ MUSIC SCHOOL.—MRS. ANNIE E. SIMPSON will open her Music School at No. 117 N. TWENTY-FIRST Street (corner of Tower) on SEPTEMBER 12, 1870. Instruction on Piano and Cabinet Organ and in Singing and Harmony. 8 29 1m

SPECIAL NOTICES.

☞ DALY'S GREAT WHISKY WAREROOMS.—The immense establishment of H. M. DALY, No. 222 South FRONT Street and No. 139 DOCK Street, is probably the largest in the United States. Five stories in height, it runs through from Front to Dock street, a distance, we may say, of 215 feet. And this huge building is filled from cellar to attic with the very rarest and purest brands of whiskies. The seeker after the genuine article can find Bourbon of old date, wheat ditto, and that champion of all whiskies, the Golden Wedding. It is sufficient to note here that Mr. Daly's stock embraces the productions of the celebrated distilleries belonging to Thomas Moore & Son, Joseph S. Finch & Co., and Thomas Moore. Their whiskies are always made from the best grains, double copper distilled and put up in seasoned, heavily-charred, iron-bound barrels. As agent, therefore, of these well-known firms, Mr. Daly justly claims that he can supply the trade with the finest whisky in the market, and in the *original packages* as received *direct from the manufacturers*. This he will vouch for, and this is a point which deserves the notices of all purchasers. 9 13tuths26t

☞ HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or grey hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Streets, and all Druggists. 5 31 tf 4p

☞ JOSH BILLINGS SAYS:—"ANY BUSIness firm that hasn't got sand enough in its craw to expend a few hundred dollars in making its business known, ought to shut up shop and go peddling peanuts." Our friend, J. C. HANCOCK, Coal Merchant, at the N. W. corner of NINTH and MASTER Streets, entertains a similar opinion, and selects THE EVENING TELEGRAPH as one of the best vehicles for making known his business. He is now well prepared to see his patrons, having a full supply of all the most desirable varieties of Lehigh and Schuylkill of all sizes. Call and make his acquaintance. 9 9 3m4p

☞ NOTICE IS HEREBY GIVEN THAT APplication will be made to the Treasurer of the City of Philadelphia for the issue of a new certificate of City Loan in the place of one which has been lost or mislaid, viz., No. 15,169 (Bounty Loan, No. 3) for Five Hundred Dollars, in the name of Susanna Orr, Executrix. JAMES W. PAUL, 8 24 6w* Attorney of Susanna Orr.

☞ T. W. BAILY'S Old-established WATCH AND JEWELRY Store, No. 622 MARKET Street, six doors below Seventh street. American and Imported Watches, Diamonds, and fine Gold Jewelry and Silver Ware, in every variety, at reasonable prices, and warranted. N. B.—Please call and examine our stock. No trouble to show goods. 9 2 1m

CLOTHING.

A Great Many Young Men

Want to know what sort of Clothes will be the most becoming to them?

WE ANSWER,

You are safe in buying any sort of Clothes offered you at the GREAT BROWN HALL, but especially
The Young Man's Business Suit.
The Young Man's Walking Coat.
The Young Man's Wedding Suit.
The Young Man's Derby Sack.
The Young Man's Diagonal Derby.
The Young Man's Light Overcoat.

New and popular styles
Continually presented
For your examination.
Great inducements to young men.
Remarkable reduction in prices.

For a complete outfit in fine materials with perfect fit, in becoming style, and

At Shocking Low Prices,

There is no place in town like the

GREAT BROWN HALL OF ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

HABILLEMENTS No. 824 CHESTNUT ST.
CHARLES STOKES & CO. UNDER THE CONTINENTAL HOTEL PHILADELPHIA: PA.

Fall Overcoats.....$10·00
" " ..... 12·00
" " ..... 15·00
" " Silk Lined..... 18·00
9 9 4p

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers.

Issue Letters of Credit for Travellers, entitling the holders to draw on LONDON, PARIS or BASLE, Switzerland. Also, available throughout the United States.
Draw at sight and by telegraph on SATHER & CO., San Francisco.
Deal in Gold and Government and other Securities.
Receive Gold and Currency deposits subject to draft at sight.

Drexel, Winthrop & Co., No. 18 Wall Street, New York. | *Drexel, Harjes & Co.* No. 3 Rue Scribe, Paris.

FRED. FAIRTHORNE. THEO. D. RAND.

FAIRTHORNE & RAND,
Law and Collection Office,
No 17 South THIRD Street,
PHILADELPHIA.

DRAFTS AND NOTES NEGOTIABLE COLLECTED

Prompt attention given to CLAIMS of all kinds in the City of Philadelphia, and throughout the United States and Canadas.
AFFIDAVITS AND ACKNOWLEDGMENTS taken for all the States. 9 12 1mrp

THE
WEBSTER PORTABLE HEATER
stands without a rival for Heating Churches, Schools, Public Halls, and Dwellings.
Call and see certificates.
C. J. TYNDALE.
No. 145 N. SECOND Street.

A large assortment of beautiful Stoves, Heaters, and Ranges. Jobbing promptly attended to. Roofing, Spouting, etc. 9 14 1m

GROCERIES, ETC.

TEAS.

A FULL ASSORTMENT OF
Black and Green Teas,
IN STORE,
AT A HEAVY REDUCTION IN PRICE.
E. BRADFORD CLARKE,
SUCCESSOR TO
SIMON COLTON & CLARKE,
S. W. Corner BROAD and WALNUT,
9 1 thstuf4p PHILADELPHIA.

1826.

EXTRA FINE
New Mess Mackerel.
Mess Sea Shad.
CRIPPEN & MADDOCK,
Dealers and Importers in Fine Groceries,
No. 115 S. THIRD Street,
1t 4p Below Chesnut.

NEW CROP OLIVE OIL

50 Cases of Finest Quality
JUST LANDED AND FOR SALE BY
JAMES R. WEBB,
S. E. Corner WALNUT and EIGHTH,
8 21 stuth3mrp PHILADELPHIA.

NEW 1870 SPICED SALMON
IN LARGE CANS AT $1·50 PER CAN.
WHITE BRANDY FOR PRESERVING,
PURE SPICES, ETC.
COUSTY'S East End Grocery,
No. 118 South SECOND St.,
8 17 thstu BELOW CHESNUT STREET.

COAL.

THE LEHIGH COAL
AND
Navigation Company
Is now prepared to deliver to families in any part of the city or Germantown their well-known
"OLD COMPANY LEHIGH COAL,"
OR THE
Newport Coal,
From their mines in the Wyoming Valley. As the Company MINES, TRANSPORTS AND SELLS its own Coal, the public are assured of GOOD QUALITY, FULL WEIGHT, AND PROMPT DELIVERY.
Parties buying Coal at the
PRESENT LOW PRICES
Can have it delivered at such time as best suits them during the present season.
Orders received at the Company's Office,
No. 122 South SECOND Street,
AT THEIR COAL YARDS,
No. 904 RICHMOND Street,
8 26 1m] AMERICA Street, above Diamond,
Or at the Yard of J. T. Roberts & Bro., Germantown

$5·50.
LARGE NUT
White Ash, Pure and Clean.
Give it a Trial.
MITCHELL & WROTH'S
COAL DEPOT,
N. E. Cor. NINTH and GIRARD Ave.,
9 2 1m4p PHILADELPHIA.

ANTHRACITE COAL, TON OF 2240 LBS. DELIVERED, LEHIGH, Broken and Egg, $6·00; Stove, $6·25; LOCUST MOUNTAIN, Broken and Egg, $6·75, Stove, $6·75; SHAMOKIN and LORBERRY Nut to carters at low prices.
EASTWICK & BROTHER,
Office, No. 228 DOCK Street; Yards, cor. TWENTY-SECOND and WASHINGTON Av. 8 20rp tf

ROTHERMEL & MANNING, LEHIGH AND SCHUYLKILL COAL.
Depot N. E. Corner NINTH and MASTER,
Offices, { 45 South THIRD Street, 724 SANSOM " 9 9 tf

PAPER HANGINGS.

PAPER HANGINGS
THAT WILL WASH.
After years of experiment we can now offer to the trade and public PATENT WASHABLE PLAIN TINTS, which we guarantee will stand washing with a soft brush or sponge, and which require no preparation previous to or after hanging. They need no varnishing, thus preserving their delicate shades free from the hard gloss which is given by varnish.
WHOLESALE AND RETAIL AT
JOHN H. LONGSTRETH'S,
No. 12 North THIRD St.,
9 6 12t4p Sole Agent for Washable Tints.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp

PIANIST FOR MUSICAL ENTERTAINMETS or Dancing Soirees, No. 110 S. ELEVENTH Street. [8 31 1m
Reference—Mr. Boner, No. 1102 Chesnut street.

EDUCATIONAL.

RUGBY ACADEMY
FOR YOUNG MEN AND BOYS,
No. 1415 LOCUST Street.
EDWARD CLARENCE SMITH, A. M., Principal.

This Select School will enter upon its sixth year completely reorganized.
Rooms improved, and refitted with handsome furniture.
1. Pupils prepared for business life. Thorough course in the English Branches and Mathematics.
2. Pupils prepared for high standing in Colleges.
3. Special instructors in French, German, Drawing, Penmanship, Elocution, Book-keeping, Natural Science.
4. A carefully organized Primary Department.
5. Special features—an unsurpassed locality, spacious and well-ventilated rooms, with high ceilings, a retired play ground.
Next session begins September 12. Circulars at No. 1415 LOCUST St. Applications received daily.
Testimonial from Hon. William Strong, U. S. Supreme Court.
PHILADELPHIA, June 15, 1870.
During the last two years my son has been an attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated, as a superior instructor, devoted to his work, kind and firm in his management of his pupils, and in all respects qualified for success in his profession.
8 13 W. STRONG.

CARL GAERTNER'S NATIONAL CONSERVATORY OF MUSIC, S. E. corner TENTH and WALNUT Streets, is now open for the Fourth Season for the reception of pupils. Instruction is given by a staff of the best Professors in the city in the following branches:—
Vocal Music, Piano, Violin, Viola, Violoncello, Contra Bass, Theory of Harmony, Grand Organ (or Church Organ), Cabinet Organ, Melodeon, Flute, Clarionet, Oboe, Bassoon, Horn, Cornet, Trombone, Harp, Guitar, etc., etc., and in the Italian, German, French, and Spanish Languages.
For particulars see circulars to be had at the Office of the Conservatory and in the Music Stores.
The Director of the Conservatory takes this opportunity to express his sincere gratification at the success which has attended his efforts to establish this institution in Philadelphia on a permanent basis and with the prospect of continued prosperity.
He would likewise declare his gratitude to the many kind friends among the students and elsewhere, whose interest in the cause of thorough instruction in the art and science of music has assisted so materially in bringing the Conservatory to its present state of usefulness.
He can only promise in return that his devotion to the object of raising the institution under his care to a high place among the great Music Schools of the world shall be—as it has been—the controlling influence at the Conservatory.
CARL GAERTNER,
9 12 1m Director and Proprietor.

H. Y. LAUDERBACH'S ACADEMY FOR YOUNG MEN AND BOYS, ASSEMBLY BUILDINGS,
No. 108 South TENTH Street.
A Primary, Elementary, and Finishing School.
Thorough preparation for Business or College.
Special attention given to Commercial Arithmetic and all kinds of Business Calculations.
French and German, Linear and Perspective Drawing, Elocution, English Composition, Natural Science.
FIELD PRACTICE in Surveying and Civil Engineering, with the use of all requisite instruments, is given to the higher classes in Mathematics.
A first-class Primary Department.
The best ventilated, most lofty and spacious Class-rooms in the city.
Open for the reception of applicants daily from 10 A. M. to 4 P. M. [8 20
Fall term will begin September 12.
Circulars at Mr. Warburton's, No. 430 Chesnut st.

HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been removed from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the highest grade.
A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.
GEORGE EASTBURN, A. B.,
8 17tf JOHN G. MOORE, M. S., Principals.

HAMILTON INSTITUTE FOR YOUNG LADIES, No. 3810 CHESNUT Street, West Philadelphia. Day and Boarding School. This institution, having successfully completed its fourth year, has become one of the established schools of our city. Its course of study includes a thorough English and Classical Education, embracing Mental, Moral, and Physical culture.
Its ninth session will open on MONDAY, September 12. For terms, etc., apply at the school.
8 29tf PHILIP A. CREGAR, Principal.

ELDON SEMINARY.—MISS CARR'S SELECT Boarding School for Young Ladies will REOPEN SEPTEMBER 14, 1870.
It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia.
The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of JAY COOKE & CO.,
8 8 Bankers, Philadelphia.

EDGEHILL SCHOOL,
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.
Next session begins MONDAY, October 3.
For circulars apply to
9 10 tf Rev. T. W. CATTELL.

THE SIXTEENTH ACADEMIC YEAR OF SPRING GARDEN ACADEMY, N. E. corner of EIGHTH and BUTTONWOOD Streets, begins Tuesday, September 6. Thorough preparation for Business or College. Applications received on and after Monday, August 22.
CHARLES A. WALTERS, A. M.,
8 18 1m Principal.

CENTRAL INSTITUTE, N. W. CORNER OF TENTH and SPRING GARDEN Streets, will reopen MONDAY, September 5. Parents are invited to call after August 29. Boys prepared for business or for college. JOHN P. LAMBERTON, A. M.,
8 22 1m Principal.

THE SCHOOL FOR YOUNG LADIES AND GIRLS,
No. 3917 LOCUST Street,
will be reopened September 12, by
9 6 12t* MRS. A. J. RUSSELL and MISS MELISSA GREGORY.

YOUNG MEN AND BOYS' ENGLISH CLASSICAL AND COMMERCIAL INSTITUTE, No. 1908 MOUNT VERNON Street, reopens September 5 Thorough preparation for Business or College. Has a Preparatory Department for small Boys.
8 27 1m Rev. J. G. SHINN, A. M., Principal.

STEVENSDALE INSTITUTE, A SELECT family Boarding-school for boys, will reopen Sept. 12, 1870. For Circulars address J. H. WITHINGTON, A. M., Principal, South Amboy, N. J. 8 2tuths26t*

YOUNG LADIES' INSTITUTE, No. 1642 GREEN Street. Duties resumed September 14th.
REV. ENOCH H. SUPPLEE, A. M.,
9 9 6t* Principal.

WEST CHESNUT STREET INSTITUTE FOR YOUNG LADIES, No. 4035 Chesnut street, West Philadelphia, will re-open MONDAY, September 12.
9 3 8w* MISS E. T. BROWN, Principal.

YOUNG LADIES' INSTITUTE, No. 1922 MOUNT VERNON Street. Sixth Semi-Annual Term begins on WEDNESDAY, Sept. 15.
Call or send for circular. 9 2 2w

JANE M. HARPER WILL REOPEN HER School for Boys and Girls, N. W. corner of EIGHTEENTH and CHESNUT Streets, on the 14th of 9th month (September), 1870. Ages 6 to 13. 9 8 1m

MISS JENNIE T. BECK, TEACHER OF THE PIANO-FORTE, No. 746 FLORIDA Street, will resume her duties September 1. 9 15 1m

MISS CLEVELAND'S SCHOOL FOR YOUNG Ladies will reopen on MONDAY, September 19, at No. 2023 DELANCEY Place. 9 5 13t*

THE MISSES ROGERS WILL REOPEN their School for Young Ladies and Children at No. 1914 PINE Street, on MONDAY, Sept. 5. 9 3 12t

TWENTY-SIXTH YEAR.—H. D. GREGORY, A. M., will reopen his Classical and English School, No. 1108 MARKET Street, on September 5. 8 22 1m*

$150 A YEAR, BOARD AND TUITION, AT Episcopal Academy, BERLIN, New Jersey. 9 7 10t*

THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will be re-opened September 5th.
8 22 2m J. W. FAIRES, D. D., Principal.

COURTLAND SAUNDERS COLLEGE, FOR Young Men, Youth, and Small Boys, Phila. 6 28t

NOTICE TO CHARLESTON SHIPPERS.—The steamship J. W. EVERMAN will sail from Pier No. 8 NORTH WHARVES, above Arch street, on FRIDAY, Sept. 16, at 8 A. M., instead of Pier No 17 South Wharves, as formerly. Shippers will please send their goods alongside promptly.
SOUDER & ADAMS, Agents.
9 4 2t No. 3 DOCK Street.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Sept. 14, 1870.

Newspaper Chivalry.

The jealousies, envyings, and bitternesses and bickerings of every kind which the majority of newspaper men are prone to, give point to the inquisitiveness expressed in the question as to what has become of the chivalric newspaper man—that spiritual-minded being who commenced his journalistic life with a mind full of noble ideas, and the resolution that his lance shall be broken in the cause of nothing but honor, justice, and truth? What has become of that noble-minded stripling, that self-appointed martyr?

"And has that early hope been blessed with truth?
Hath he fulfilled the promise of his youth,
And borne unscathed, 'mid danger's stormy field,
Honor's white cross and virtue's stainless shield?"

I am afraid the cross has been trailed in the mud and the shield has become discolored with dust. Look at the perpetual newspaper enterprises in New York. Which of them is built upon the "eternal principles" of truth and justice? What kind of editors are those who govern them? What has become of those enthusiastic champions of truth, honor, justice, and integrity? They have been manufactured by the hand of Circumstance into those practical men who, for the sake of worldly prosperity, trample conscience under heel and put their feelings in their pockets. Sentiment is hidden beneath an odious and plausible cynicism, and the aspiration which once had for its object the reformation of the world is now limited to paying one's rent, finding boots and shoes for the little ones, and making both ends somehow or other meet. The rosy, poetic, and ridiculous heroisms of youth are good-naturedly snubbed by the practical man who once cherished them and placed faith in them until he found they "didn't pay." He discovered one day that, like the classical drama, the eternal principles of right, as a rule of action, do not draw well, and the day after making the discovery he decided to be henceforth on the make. He came to the conviction that heavenly-mindedness was a charming ingredient in piety, but that the average business man did not seem to see the use of it, and that the process of turning the ideal he had imagined for himself into the real of daily life was more exasperating than the literal casting of pearls before swine.

"Man and Wife."

This dramatization was last night produced at the Fifth Avenue Theatre, and opened the fall and winter season at that establishment. Mr. Daly vaingloriously announces that the adaptation is his own; but if so it is merely an adaptation of an adaptation by Wilkie Collins himself, the original dramatization having been so changed as to suit the requirements of the American stage in general, and of the Fifth Avenue Theatre in particular. The final curtain did not fall until nearly a quarter past 12 o'clock. Some portions of the dialogue are excessively wearisome, evidently prolonged in order to allow the scene-shifters and carpenters time to set the scenes. But the general style in which the piece is placed upon the stage is really superior to that to which the public has been accustomed.

Some of the scenes are exquisitely painted, and are magnificent in effect. The furniture and ornaments are very sumptuous, and the imitation of a thunder-and-lightning shower "startlingly real," as the conventional epithet is. The forked lightning looked like a gigantic spider's web, spun out of gold. There was an interesting *debut*—that of Miss Clara Morris—who comes from the West, and who, except when she manifested a tendency to colloquialism, was forcible, intelligent, and impassioned. She appears to be a very useful addition to the company, and has an interesting but not beautiful face. Mr. Harkins, as "Geoffry Delmayn," performed some athletic excercises with *cork* dumb-bells, and made a burlesque of the part.

Nilsson

arrived this afternoon, and proceeded immediately to her rooms at the Clarendon Hotel. There was no "demonstration" of any consequence. We were civilized enough to allow her to proceed quietly to her destination.

Floating Fragments.

The Coroner's jury charged with investigating the Nathan murder met to-day and adjourned, no further developments in the mystery having been made.

It is proposed by some of the Park Commissioners to "Japanize" the park—that is, to so trim various trees and shrubberies as to represent the forms of ships, birds, and four-footed animals. I hope that this proposition will not be seriously entertained by the Commissioners as a body. We no doubt need to learn something from the Japanese, as well as from several other nations, but the art of giving an air of monstrous artificiality to nature herself is not one of the studies we ought to feel anxious to be interested in.

Relapsing fever averages five cases per day here, and is confined to a few crowded quarters, such as portions of West Twenty-sixth street, West Seventeenth street, and a collection of shanties at One-hundred-and-forty-third street and Eighth avenue. Of the thirty-three cases of relapsing fever reported last week, these localities provided nearly one-half.

ALI BABA.

THE dramatic critic of the *Public Record* thus refers to the merits of Fox's American Theatre. That the houses are crowded, and the entertainment first-class, there can be but one opinion:—

FOX'S AMERICAN VARIETIES.—There is an old adage that "Merit will meet with its reward." There is no better illustration of this than the popular applause which every evening greets the efforts of Mr. Manager Fox, who has made his variety theatre one of the fixed institutions of Philadelphia. When he gets into his more palatial establishment on Chesnut, above Tenth, he can congratulate himself upon his great success in business. To achieve this much requires close attention to business, continuous perseverance, liberality, and judgment, especially in choosing his assistants.

A few years since he came to Philadelphia a stranger, and, by his unostentatious deportment, he collected around him friends whose good opinions are worth cherishing. The entertainments at the Varieties are thrilling and exciting, and as they all possess merit must of necessity become popular with the public. His minstrel performers are the most eminent in the sable profession.

CITY ITEMS.

FALL OVERCOATS.—*A Fine Assortment, very comfortable in place of the Linen Duster, for travelling at this season. Prices moderate.*

Half-way between Fifth and Sixth streets, { BENNETT & CO., TOWER HALL, No. 518 MARKET STREET.

THE $15 FALL AND WINTER SUITS, which are so popular at this time and so beautifully cut, made, and trimmed, and in such vast varieties that you have only to look upon them and they will speak to you—not in an audible voice, but by a power more potent than words—they will speak to your understanding, to your pecuniary interests, to your personal appearance, even to physical powers, for they adorn you with a full chest and broad and square shoulders. There is nothing to compete with the $15 suits sold at the Great Brown Stone Hall, Nos. 603 and 605 CHESNUT street.

ITS OWN MERIT, and liberal advertising, have made the Old Dominion Sauce famous. It is made in this city, corner of Arch and Water streets, and we are glad to see it everywhere meeting with such marked distinction.

PERSONS who have not tried it would be surprised at the delicious flavor imparted to meats, soups, fish, oysters, game, etc., by the Old Dominion Table Sauce. It is equal to the best imported sauce.

ST. ALBAN'S PLACE, located between Twenty-third and Twenty-fourth streets, north of Catharine, contains fifty-two houses, twenty-six on each side, facing a magnificent park, filled with fountains, statuary, flowers, etc., and extending the whole length of the square. The front is free from passing vehicles, and only accessible as a promenade. The houses are constructed with the latest improvements, and are being rented at extremely low figures, by C. M. S. Leslie, No. 717 Sansom street.

THE LATEST PHENOMENON is a fluid without sediment and without bad smell, that renews the youthful honors of the head, however time may have blanched them, repeating the hue of nature to a shade. This marvel of science is PHALON'S VITALIA, OR SALVATION FOR THE HAIR. It stands alone.

Sold by all druggists and fancy goods dealers.

WE WOULD BY NO MEANS recommend any medicine which we did not know to be good, particularly for infants. But of Mrs. Winslow's Soothing Syrup we can speak from knowledge. In our own family it has proved a blessing indeed, by giving an infant, troubled with colic pains, quiet sleep, and its parents unbroken rest at night.—*Boston Christian Freeman.*

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

MARRIED.

HIRONS—FOSTER.—In Brooklyn, on the 13th instant, by the Rev. Dr. Harris, WES. B. HIRONS, Esq., of Philadelphia, to Miss CARRIE MAY FOSTER, of Brooklyn, formerly of Wilmington, Del.

WAGENHALS—ENGLE.—On the 11th instant, by the Rev. E. Riecke, Mr. WILLIAM WAGENHALS to Miss PENNELLA ENGLE, both of this city.

DIED.

BRAY.—On Monday, 12th instant, SAMUEL BRAY. The relatives and friends of the family, also Keystone Lodge, No. 271, A. Y. M., are respectfully invited to attend the funeral, from his late residence, Elm street, between Thirty-fourth and Thirty-fifth (late Mantua), on Thursday afternoon next, 15th instant, at 2½ o'clock. To proceed to Mount Moriah Cemetery.

New York and Baltimore papers please copy. ***

CARPENTER.—On the morning of the 14th instant, MARY A., relict of the late Powell Carpenter, aged 65 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 1033 North Fourth street, on Saturday at 2 o'clock P. M. Interment at Monument Cemetery.

GRAFF.—Suddenly, on Monday afternoon, Mrs. JUDITH GRAFF, widow of the late Frederick Graff. Funeral from her late residence, No. 1337 Arch street, on Thursday afternoon at 3 o'clock. ***

LYONS GROS GRAINS

BLACK SILKS,

$1·75
$2·00
$2·25
$2·50
$2·75
$3·00
$3·25
$3·50
$4·00
$4·50
$5·00

A YARD.

BESSON & SON,

Mourning Dry Goods House,

No. 918 CHESNUT Street.

N. B.—Cheney Bros.' American [Gros Grain Black Silks

REDUCED TO $1 90 A YARD. 9 14 3t

PIANOS.

GEORGE STECK & CO.'S PIANOS,

Grand, Square and Upright.

ALSO,

Mason & Hamlin's Cabinet Organs.

AN ELEGANT STOCK AT GREATLY REDUCED PRICES.

J. E. GOULD,

S 26 No. 923 CHESNUT STREET.

STEINWAY & SONS'

Grand Square and Upright Pianos.

Special attention is called to their new

Patent Upright Pianos,

With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASIUS,

WAREROOMS,

No. 1006 CHESNUT STREET,

9 13 tuthstfrp PHILADELPHIA.

WATCHES.

C. & A. PEQUIGNOT,

MANUFACTURERS OF

WATCH CASES,

AND DEALERS IN AMERICAN AND FOREIGN

WATCHES,

No. 608 CHESNUT Street.

MANUFACTORY, No. 28 South FIFTH Street.

BOOTS AND SHOES.

FALL STYLES!

FINE BOOTS AND SHOES

FOR GENTLEMEN,

Made on Improved Lasts, Insuring Comfort Beauty and Durability.

BARTLETT,

No. 33 SOUTH SIXTH STREET,

1 13 thstuD31 ABOVE CHESNUT.

DOBBINS' HAIR RENEWER WILL NOT BURN or injure the hair, but makes it soft and glossy.

DOBBINS' HAIR RENEWER IS BEAUTIFULLY transparent.

DOBBINS' HAIR RENEWER RESTORES THE natural color without dyeing, by imparting a vigorous and healthy growth.

DOBBINS' HAIR RENEWER IS ALTOGETHER unlike any other.

DOBBINS' HAIR RENEWER IS PREPARED only by J. E. DOBBINS, and the genuine has his signature.

DOBBINS' HAIR RENEWER IS SOLD BY druggists and dealers everywhere, and at the principal depot, No. 426 North EIGHTH Street.

NO TOILET COMPLETE WITHOUT DOBBINS' HAIR RENEWER. 9 3 4p6m

GAS FIXTURES.

CORNELIUS & SONS,

MANUFACTURERS

OF

GAS FIXTURES.

Wholesale and Retail

Salesrooms,

No. 821 CHERRY Street,

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We have no store or salesroom on Chesnut street.

9 14 2m5p CORNELIUS & SONS.

BAKER, ARNOLD & CO.,

MANUFACTURERS

OF

GAS FIXTURES,

CHANDELIERS,

PENDANTS,

BRACKETS, ETC.,

Of Every Design.

S. W. Corner TWELFTH and BROWN,

S 23 2mrp PHILADELPHIA.

DRY GOODS.

ESTABLISHED 1826.

PERKINS & CO.,

9 South NINTH Street,

Headquarters for Every Variety

OF [9 13 tuths3m4p

MOURNING GOODS.

THE MISSES

McVAUGH & DUNCAN,

No. 114 South ELEVENTH Street,

WILL OPEN ON THURSDAY, Sept. 15,

A Superior Assortment of Laces, Collars, and Hdkfs.

All the new designs in Made-up Goods.

New Patterns in Embroideries.

A full line of White Goods.

Lace Tidies in Choice Styles.

Novelties in Neckties.

And a great variety of SEASONABLE GOODS, selected with great care, and will be sold at a small advance on importers' prices. 9 13 3trp

H. STEEL & SON,

Nos. 713 and 715 N. TENTH Street,

HAVE JUST OPENED TWO CASES OF

Double Warp Black Alpacas,

OF THEIR OWN IMPORTATION.

These Alpacas were

Made to Order.

Particular attention has been paid to

The Shade of Black,

So that they are able to offer one of the best, if not the best shade of

Black Alpaca in the Market,

PRICES FROM 25c. TO $1. 1t

1870.

WAR'S DOINGS.

Important to Dry Goods Buyers.

Owing to the unfortunate state of affairs on the Continent of Europe, there is a moral certainty of ALL EUROPEAN GOODS being advanced in price; in fact, already importers of SILKS are asking a large percentage over last season's prices, and goods are scarce at that. We have quite a good stock on hand of

Silks, Shawls, and Dress Goods,

Which we propose FOR THE PRESENT to sell at old prices, not putting on one cent advance. Also,

FRENCH AND LLAMA LACES,

Which it will pay well to buy now at old prices, even to keep for next summer. Also,

BLACK CRAPES AND CRAPE VEILS, and BLACK ALPACAS, MOHAIRS, and DELAINES, and KID GLOVES, CORSETS, and LINEN GOODS.

We would advise our friends to lay in their stock of the above goods for family use.

JOSEPH H. THORNLEY,

NORTHEAST CORNER OF

EIGHTH and SPRING GARDEN Sts.,

2 3 thstu1 PHILADELPHIA.

Established in 1853.

FINANCIAL.

A LEGAL INVESTMENT

FOR

Trustees, Executors and Administrators.

WE OFFER FOR SALE

$2,000,000

OF THE

Pennsylvania Railroad Co.'s

GENERAL MORTGAGE

Six Per Cent. Bonds

at 95

And Interest Added to the Date of Purchase.

All Free from State Tax, and Issued in Sums of $1000.

These bonds are coupon and registered, interest on the former payable January and July 1; on the latter April and October 1, and by an act of the Legislature, approved April 1, 1870, are made a LEGAL INVESTMENT for Administrators, Executors, Trustees, etc. For further particulars apply to

Jay Cooke & Co.,
E. W. Clark & Co.,
W. H. Newbold, Son & Aertsen,
C. & H. Borie. 9 1 1m*

JAY COOKE & CO.

PHILADELPHIA, NEW YORK, AND WASHINGTON,

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Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

No. 114 S. THIRD Street,

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Wilmington and Reading

RAILROAD

Seven Per Cent. Bonds,

FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,

BANKERS,

No. 36 South THIRD Street,

5 5 PHILADELPHIA.

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DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 6 26 6

NOTICE.

TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are

General Mortgage Bonds of the Pennsylvania Railroad Company.

APPLY TO

D. C. WHARTON SMITH & CO.,

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FINANCIAL.

A DESIRABLE

Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in

$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

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UNITED STATES SECURITIES

Bought, Sold and Exchanged on Most Liberal Terms.

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Bought and Sold at Market Rates.

COUPONS CASHED

Pacific Railroad Bonds

BOUGHT AND SOLD.

Stocks Bought and Sold on Commission Only.

Accounts received and Interest allowed on Daily Balances, subject to check at sight.

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NOVEMBER COUPONS WANTED.

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At Closest Market Rates,

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Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc etc. 3 6 6

GLENDINNING, DAVIS & CO.,

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Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 3

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FOR SALE.

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FOR SALE.

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

FREE OF ALL TAXES,

At 85, and Accrued Interest.

These Bonds are made absolutely secure by act o Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,

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DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.

ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.

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REAL ESTATE COLLATERAL LOANS NEGOTIATED. [8 27 6m

No. 203 S. SIXTH St., Philada.

Edmund D. Randolph & Co.

FORMERLY Smith, Randolph & Co. PHILA. N.Y.

Bankers, 3 Nassau St. N. York.

Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, Issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

REFRIGERATORS.

BISMARCK DRINKS PURE WATER.

Our Fritz Drinks Filtered Water.

Louis Napoleon Will Not Poison Himself with Muddy Water.

All American citizens should preserve their health by drinking nothing but the pure limpid water that has passed through

SCHARFF & WOOD'S

Patent Filter and Cooler.

Why! suffer with the Gravel caused by mud?

Why! suffer with Griping Pains caused by drinking Ice water, when by having your water filtered and cooled as nature filters and cools the pure Spring water, you may avoid these ills?

The Schuylkill water is rendered impure by the numerous factories, coal oil refineries, sinks, slaughter houses, dye works, etc. etc., which cluster on its banks.

By forcing this impure water through SCHARFF & WOOD'S PATENT FILTER AND COOLER

It is rendered as pure as the waters that run from the mountain rills.

The expense is nothing in comparison to the benefit derived from its use.

In one season it will pay for itself in the saving of ice: it never gets out of order, and will last a life time.

For further particulars send for a circular.

JOHN WOOD, JR., Proprietor.

FRY & HOWELL,

GENERAL AGENTS,

No. 327 WALNUT Street,

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THE FILTER AND COOLER can be seen in active operation at No. 529 CHESNUT Street, where its workings will be cheerfully explained. 9 1 1m4p

CARRIAGES, ETC.

1870. FALL. 1870.

WM. D. ROGERS,

CARRIAGE BUILDER.

Phaetons, Drags and Light Wagons

FOR

ROAD AND PARK DRIVING.

Of Superior Finish and Newest Styles.

Built to order and for sale.

Manufactory and Repository,

Nos. 1009 and 1011 CHESNUT Street,

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WHISKY.

WHISKIES.

Rye, Wheat, Bourbon and Monongahela

WHISKIES,

The product of the following Distilleries:

"A. & H. S. Overholt,"	"Jos. S. Finch,"
"Wm. Britton & Co.,"	"M. Weiss & Co."
"U. Lippincott,"	"Hugus & Co.,"
"Thos. Moore,"	"Shanton, Daly & Kern,"
"Lynchburg,"	"Sherwood,"
"Mt. Vernon,"	"Old Dominion."

In store and for sale in lots to suit purchasers.

APPLY TO

BROOKE, COLKET & CO.,

1727, 1729, 1731 and 1733 Market St.,

8 27 stuth3m PHILADELPHIA.

HOTELS.

AUTUMN IN THE COUNTRY

THE

KITTATINNY HOUSE,

At the DELAWARE WATER GAP, Pa.,

will continue open the entire Autumn at reduced rates of board. The change of foliage commencing about the 20th of September is nowhere seen to greater perfection. Write for circulars.

W. A. BRODHEAD & SONS,

9 13 tuthstf Proprietors.

COLONNADE HOTEL,

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

WANTS.

WANTED.—SPINNERS, TURNERS, FILERS, Casters, and Machinists wanted by BAKER, ARNOLD & CO., Manufacturers of Gas Fixtures, S. W. corner TWELFTH and BROWN Streets, Philadelphia. 9 13 3t

WANTED—A COMPETENT ORGANIST FOR a first-class choir in a city church. Address, with references, "Quartette," office of this paper. 9 13 3t*

SEWARD.

Remarks of the Veteran Statesman at a Farewell Dinner in San Francisco.

From the San Francisco Morning Call, Sept. 2.

In our issue of yesterday we gave a brief synopsis of the remarks of Hon. William H. Seward, at the farewell dinner given him by Judge Hastings, in response to the toast, viz.:—"To California's distinguished friend and guest, Hon. William H. Seward." We have been enabled to obtain the speech entire, it having been furnished us by Colonel A. S. Evans, who, at the request of Mr. Seward, wrote it down while he dictated it.

SEWARD'S LAST SPEECH.

Mr. Hastings, Ladies, Gentlemen, and Friends:—During my travels within the United States, as well as my stay at home, it has been not less a discipline than a desire to be silent. Nevertheless, I feel that there are occasions when speech is a duty. I have thought, until now, that it was impossible for the citizens of San Francisco and the people of California and the mountain States and Territories to increase the obligations which, by demonstrative friendship and favor, they cast upon me last year. I have found myself mistaken; not to search for health, already lost, but to anticipate and stay, if possible, a decline of health so long mercifully vouchsafed to me, is one of the objects of the journey which, sooner than I could have expected, brings me again within the folding doors of the Golden Gate. Abstinence from excitement, study, and popular gatherings and greetings, is one of the conditions of such travel. My fellow-citizens here, and throughout my whole progress hitherto, have manifested all their former friendship and kindness, but with a delicacy and forbearance free from ostentation and pressure, which every one can see is the result of an elective sympathy. How could it be that I should not desire that they should know how deeply this kindness affects me? But ladies and gentlemen friends, this egotism I must not indulge further. Continents on the earth are like planets in the universe. They have their material atmosphere, their internal fires and forces, their attractions and repulsions. They are influenced by attractions and repulsions of other continents, and exert a corresponding influence upon them. The operation of all these forces tends, beyond doubt, to the establishment and preservation of a moral, political, and social equilibrium. The operation, however, while going on, must produce excitement, disturbance, commotion, and convulsion. Who, now, can wonder that when this American continent of ours became for the first time a theatre of enlightened human activity, with the object of developing its resources, and making it a social power, the native Indian races who refused to accept the ditci pline and the blessings of civilization began everywhere to decline. Who can wonder that the strong, sturdy, impetuous settlers, in the agony produced by a realizing sense of the magnitude of their labor, and their utter feebleness to effect it without exterior help, bought and stole the African, and brought him away from his native freedom to work the mines and the fields of this richer and more expansive continent. Who now can wonder that the down-trodden and exhausted peasantry and artisans of Western Europe, as fast as facilities for their migration could be obtained, have availed themselves of the asylum this continent has offered them? Who can wonder now that the overcrowded population of the Asiatic shores have rushed by thousands upon thousands to share in the treasure of our mountains and the greater wealth of our forests, plains, and prairies? Who does not see in these several movements that irresistible force which, according to their different sentiments concerning overruling power, men call destiny or providence? Who does not see that these forces, which we thus call destiny and providence, are, after all, human wants, human aspirations and ambitions, which will work out their end whether we know it or not, consent to it or not, favor it or not, by one means or by another? Under other conditions, the miners of California would have invaded China and brought its heathen people here, as their forefathers invaded Africa and brought its heathen inhabitants here. Under these conditions, a sturdier but equally necessitous people in China might have invaded defenceless California and appropriated its wealth and treasure to themselves. Who now can wonder that all these strange and horrid events of the past three hundred years have produced social and political agitations, conflicts, and civil wars within the American continent—throughout all Spanish America, all British America, all French America, and even within the United States? Who wonders now at the eccentricities of Puritan zeal, of Catholic bigotry, of Protestant intolerance, of Native Americanism, of Know-Nothingism, of slavery, of anti-slavery, of emancipation, and anti-emancipation? Who wonders now at the effects produced upon the nations of Western Europe by the establishment of society on the American continent? Who wonders now at the French Revolution, or successive French revolutions, the restoration of liberty and nationality in Italy and in Germany, or the active tendency towards democracy and self-government everywhere manifested? Who wonders now at the voluntary annexation of Louisiana, Florida, Texas, Utah, New Mexico, California, and Alaska? Who wonders at the accomplished asdirations of Mexico to imitate and improve on the example of the United States? Who wonders at the surrender of Alaska by the Czar of Russia and at the impatience of the people of St. Thomas, San Domingo, Cuba, and, indeed, of all the West Indies, to obtain the protection of the United States? Who thinks it wonderful that the islands of the Pacific and the nearer shores of Asia desire and demand peaceful commerce, free immigration, and material, moral, and social connection with the United States? Who supposes that this mighty wheel, which so powerfully and so unceasingly disturbs and moves and whir s around the population of three continents is to be all at once arrested and reversed? Let our legislators and constitution makers and founders and builders of new States think of it! For myself, I have long ago accepted it. I know that the movements of the great wheel may and should be regulated so that it may keep on its endless motion in harmony with the ultimate end of the perfection of civilization on the continent and throughout the world without convulsion, without destruction, without war, and without bloodshed. If the political and religious institutions we have established have all the virtue and excellence which we claim for them, they will stand firm and beneficently accelerate the great changes which are before us. If they cannot do this, they will change, and adapt themselves to the exigencies that were not foreseen when they were formed. In this, as in everything which affects the condition and progress of the human race, human institutions are powerless in conflict with the higher laws which Providence has appointed. Other citizens are free to do as they may think proper; to concern themselves, if they will, chiefly in the domestic and internal movements of the republic, in European conflicts and civil wars for the establishment and maintenance of the balances of power, requiring every ten years to be re-established at the cost of treasure and life. Who can blame me that I, invested with no power, and no longer, if ever, ambitious, lift up my thoughts habitually to the great problem of the civilization of the American continent, and the establishment of peace, prosperity, virtue and happiness throughout and among the multifarious people to whom, to me, God seems to have committed the execution of a work greater, and to the achievement of a destiny higher, than ever before was appointed to any portion of the human race? Who can blame me for dreaming that, in the pursuit of this study, with careful observation at home and diligent observation abroad, I am content and happy? But, my friends, these words, which to home will seem a rhapsody, like that of Paul in his audience with Agrippa, must have an end! Here I wish to express my gratitude and affection to you all; my best wishes and desires for the realization of your highest hopes. I only regret that I cannot speak these last words in the hearing of all the people of the Pacific Coast. I trust that the same kind Providence which has watched so beneficently over us all may permit me to see you all again. It will be happy for me if that meeting should be vouchsafed to us here on the shores of this beautiful bay, happier still for me, if it shall be within the rustic gates of my own quiet home at Auburn. That is the only place in the world where I am able to reciprocate the hospitalities and kindnesses with which my way through life has everywhere been crowned.

FAREWELL.

The Pacific Mail Steamship Company's wharf was covered by a crowd of people yesterday just previous to the sailing of the China. Among the crowd were a number of our most prominent citizens, who had gone thither for the purpose of bidding a farewell to Mr. Seward, and wishing him a pleasant voyage. Mr. Seward and the party that accompanied him reached the ship about half-past 11 o'clock, and immediately proceeded to the ladies' cabin, where Mr. Seward held an informal reception, shook hands with his friends, and bade them adieu. At 12 10 the steamer cast loose and pushed out from the wharf, and in a few minutes Mr. Seward appeared upon the quarter-deck, and with uncovered head bowed his acknowledgments to the cheers that went up from the throats of the assembled multitude.

A GIANT RACE.

The Indian Mound Chickasawba—Human Skeletons Eight and Ten Feet in Height—Relics of a Former Age.

From the Memphis Appeal.

Two miles west of Barfield Point, in Arkansas county, Ark., on the east bank of the lovely stream called Pemiscott river, stands an Indian mound, some twenty-five feet high and about an acre in area at the top. This mound is called Chickasawba, and from it the high and beautiful country surrounding it, some twelve square miles in area, derives its name—Chickasawbia. The mound derives its name from Chickasawba, a chief of the Shawnee tribe, who lived, died, and was buried there. This chief was one of the last of the race of hunters who lived in that beautiful region, and who once peopled it quite thickly—for Indians we mean. From 1820 to 1831 he and his hunters assembled annually at Barfield Point, then as now the principal shipping place of the surrounding country, and bartered off their furs, peltries, buffalo robes and honey to the white settlers and the trading boats on the river; receiving in return powder, shot, lead, blankets, money, etc. Aunt Kitty Williams, who now resides there, relates that Chickasawba would frequently bring in for sale at one time as much as twenty gallons of pure honey in deerskins bags slung to his back. He was always a firm friend of the whites, a man of gigantic stature and herculean strength. In his nineteenth year he took a young wife and by her had two children. In 1831 she died, and the old chief did not long survive her, dying in the same year, aged ninety-three or ninety-four years. Mr. W. Fitzgerald, who moved in that country in 1822, says that up to the time of his death, Chickasawba supplied him with game. He was buried at the foot of the mound on which he had lived, by his tribe, most of whom departed for the Nation immediately after performing his funeral rites. A few, however, lingered there up to a late date, the last of them, we believe, being John East, who in 1860, at the breaking out of the war, joined Captain Charley Bowen's company of the late "so-called," and fought the war through, as gallant a "reb" as any of them, coming back home in 1865 to return to the arts of peace. Chickasawba was perfectly honest, and the best informed chief of his tribe. His contemporary chiefs were Long Knife, Sunshine, Corn Meal, Moonshine (Mike Brennan), etc. Mike Brennan and Quill buried him. He left a son named John Pemescott. A number of years ago, in making an excavation into or near the foot of Chickasawba's mound, a portion of a

GIGANTIC HUMAN SKELETON

was found. The men who were digging, becoming interested, unearthed the entire skeleton, and from measurements given us by reliable parties the frame of the man to whom it belonged could not have been less than eight or nine feet in height. Under the skull, which easily slipped over the head of our informant (who, we will here state, is one of our best citizens), was found a peculiarly shaped earthen jar, resembling nothing in the way of Indian pottery which had before been seen by them. It was exactly the shape of the round-bodied, long-necked caraffes or water-decanters, a specimen of which may be seen on Gaston's dining-table. The material of which the vase was made was a peculiar kind of clay, and the workmanship was very fine The belly or body of it was ornamented with figures or hieroglyphics consisting of a correct delineation of human hands, parallel to each other, open, pams outward, and running up and down the vase, the wrists to the base and the fingers towards the neck. On either side of the hands were tibiæ or thigh bones, also correctly delineated, running around the vase. There were other things found with the skeleton, but this is all that our informant remembers. Since that time, wherever an excavation has been made in the Chickasawbia country in the neighborhood of the mound,

SIMILAR SKELETONS

have been found, and under the skull of every one were found similar funeral vases, almost exactly like the one described. There are now in this city several of the vases and portions of the huge skeletons. One of the editors of the *Appeal* yesterday measured a thigh bone, which is fully three feet long. The thigh and shin bones, together with bones of the foot, stood up in a proper position in a physician's office in this city, measure five feet in height, and show the body to which the leg belonged to have been from nine to ten feet in height. At Beaufort's Landing, near Barfield, in digging a deep ditch, a skeleton was dug up the leg of which measured between five and six feet in length, and other bones in proportion. In a very few days we hope to be able to lay before our readers accurate measurement and descriptions of the portions of skeletons now in the city, and of the articles found in the graves. It is not a matter of doubt that these are

HUMAN REMAINS,

but of a long extinct race—a race which flourished, lived, and died many centuries ago, in those days told of in Scripture.

THE WEALTH OF BOSTON.—A Boston correspondent writes to the Chicago *Journal:*—"During the past ten years the Hub has increased in valuation nearly ninety per cent., its debt sixty per cent., and more than two hundred per cent. in the amount of tax raised, and yet the taxes are advancing in an alarming ratio. In 1860 the valuation was $276,861,000; it is now $584,089,400. The increase during the past year is $14,262,100, not including the new Dorchester District, but there has been a decrease in personal estate of $6,452,900, in consequence of many of the wealthy citizens withdrawing from the city previous to the first of May to escape taxation. There are twenty-one parties assessed on over $1,000,000 each, the trustees of the Sears estate taking the lead, $3,199,300. Boston is probably the richest city *per capita* in the country, and also one of the heaviest taxed, the interest and the premium alone due 1870–71 being $1,072,000, and the net debt $12,602,580. But when one speaks of the valuation of Boston at $584,089,400, it by no means represents the wealth of the city. The assessors do not include in their valuation the public buildings, squares, and other property owned by the municipality, while the legal exemptions embrace $64,000,000 worth of churches, to say nothing of the United States securities, shares owned by individuals in Massachusetts corporations, taxes on which are collected elsewhere and credited there. Thus a vast amount of property escapes taxation. It is estimated that the residents of Boston represent an aggregate wealth of over one thousand millions of dollars, and if all the people who do business here resided in the city the population would be rising four hundred thousand. But the suburbs are to all intents and purposes a part of the city; they are the sleeping places of those who really give activity to the "Hub." The contemplated improvements in the city will involve many millions of dollars. The rate of taxation has been fixed at $15·30 per $1000. If its wealth were equally divided, every man, woman, and child would have $228 each. A large proportion of our population would not object to such a "divvy."

DAY AND NIGHT IN SWEDEN.—The peculiarities of the day and night in Sweden strike the traveler very forcibly, after being accustomed to the temperate zone. In June the sun goes down in Stockholm a little before ten o'clock. There is a great illumination all night, as the sun passes round the earth to the North Pole, and the refraction of its rays is such that you can see to read at midnight, without any artificial light. There is a mountain at the head of Bothina where, on the 21st of June, the sun does not appear to go down at all. The steamboat goes up from Stockholm for the purpose of conveying those who are curious to witness the phenomenon. It occurs only one night. When it reaches the horizon—you can see the whole face of it, and in five minutes more it begins to rise. At the North Cape, latitude 72 degrees, the sun does not go down for several weeks. In June it would be about 25 degrees above the horizon at midnight. In the winter the sun disappears, and is not seen for weeks; then it comes and remains ten or fifteen minutes, after which it descends, and finally does not set at all, but makes almost a circle around the heavens.

FOR SALE.

BROAD STREET PROPERTY FOR SALE.

HANDSOME BROWN-STONE RESIDENCE, southwest corner of Broad and Thompson streets, three stories, with French roof, containing all modern improvements, newly frescoed and painted throughout.

ALSO, HANDSOME BROWN-STONE RESIDENCE, west side of Broad, above Master street, nearly finished; lot 50 by 200 feet to Carlisle street.

Also, Lot west side Broad, above Vine street, 100 by 200 feet. Also, west side Broad, above Thompson street, 150 by 209 feet. Also, east side Broad street, 100 by 528 feet to Thirteenth street.

ALSO, LARGE BUILDING on Dock street, known as "Jones Hotel;" will be rented and altered to suit tenant.

R. J. DOBBINS,
8 18 thstu *Ledger* Building.

FOR SALE—A VERY VALUABLE HOUSE and LOT at the N. W. corner of Forty-second street and Kingsessing avenue.

House built of brown stone, three stories, containing 16 rooms, and finished in the best and most substantial manner, with all the modern improvements—one of the most desirable houses in West Philadelphia. Property should be seen to be appreciated. Persons wishing to know the terms and examine the property can do so by calling on JAMES M. SELLERS, until 3½ P. M., at No. 144 S. SIXTH Street, and in the evening at No. 500 S. FORTY-SECOND Street. 9 10tf

WEST PHILADELPHIA.

FOR SALE OR TO RENT, HANDSOME BROWN-STONE MANSARD ROOF RESIDENCES,

4114 Spruce street, possession October 10.
4116 Spruce street, immediate possession.

C. J. FELL & BRO.,
9 6 tuths 1m 120 South FRONT Street.

FOR SALE.

A NEW AND ELEGANT BROWN-STONE RESIDENCE, East side of Logan Square. Replete with every convenience. Inquire at premises.

Lot 22 by 150 feet. 9 2 1m

FOR SALE OR EXCHANGE FOR City Property, one of the finest FARMS in the country.

R. J. DOBBINS,
8 18 thstu tf *Ledger* Building.

TO RENT.

TO RENT—TO A QUIET GENTLEMAN A handsome furnished Parlor and Bed-room in a private family. Inquire at

9 14 10t No. 33 S. ELEVENTH Street.

TO RENT—THE STORE NO. 722 CHESNUT Street. Apply on the premises between 10 and 12 o'clock A. M. 8 17 tf

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

REAL ESTATE AT AUCTION.

ASSIGNEES' SALE.

ESTATE OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, assignees in trust for the benefit of the creditors of the Freedom Iron and Steel Company, will sell at public auction, at the office of the company, in Derry township, Mifflin county, Pennsylvania, on TUESDAY, the 20th day of September, A. D. 1870, at 12 o'clock, noon, the following property of the said company, comprising about thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, three (3) charcoal blast furnaces in use and one (1) disused, with numerous shops and buildings.

The assignees propose to sell at the same time and place:—

The property known as the Yoder farm, in Brown township, Mifflin county, containing 158 acres and 124 perches.

Also, the property known as the Williams farm, in Derry township, Mifflin county, containing 107 acres and 29 perches.

A detailed description of all the above properties will be found in an advertisement in this paper of an intended sale of the same property by Wistar Morris, James T. Young, and Enoch Lewis, trustees.

The foregoing properties will be sold in one parcel or lot, subject to the payment of the mortgages now existing against the property.

One of them bearing date February 1, 1867, given to Wistar Morris, James T. Young, and Enoch Lewis, in trust, to secure bonds of the company, payable on February 1, 1887, with interest thereon at 6 per cent. per annum, payable semi-annually, on the first days of August and February.

The principal of which debt is $500,000, and on above interest was paid up to the first day of February, 1869.

The other mortgage is dated December 1, 1868, held by Henry Winsor, Wistar Morris, and E. C. Biddle, in trust, to secure bonds of the company, payable on the 1st day of December, 1883, with interest thereon at 6 per cent. per annum, payable semi-annually, on the 1st days of June and December; on this there is due for principal $300,000, with interest from December 1, 1868.

But the purchasers will be at liberty to insert a clause in their deed, excluding any personal liability for the debts thus secured, and agreeing to no more than a recognition that such mortgages exist and are liens.

About 405,000 bushels of charcoal, about 1000 tons of iron ore, about 2000 tons of cinder, about 31,000 cords of wood cut for coaling, a quantity of limestone, together with a large quantity of material in various stages of manufacture.

Also one hundred and two (102) mules and nineteen (19) horses with wagons and harness complete.

Also, 1,942,654 lbs. steel ingots.
41 tons warm blast scrap iron.
17,821 lbs. plow plate, trimmed.
244,614 lbs. round and square iron and steel buggy tire, sleigh steel, rail webs and bottoms, etc.
6 1955-2240 tons steel rails.
10 1351-2240 " " " ends.
105 steel ingots at Lochiel Iron Works, Harrisburg, weighing 60,772 lbs., hammered.
597 steel ingots at Johnstown, weighing 383,786 lbs., not hammered.
5 tons castings.
4 tons scrap.

Also, an assortment of dry goods, boots and shoes, groceries, provisions and drugs, suitable for a manufacturing establishment, in store at Forge Works, in Derry township, Mifflin county, and in store at Greenwood Furnaces, Huntingdon county.

The whole of the above described personal property will be offered in one parcel, and if a sufficient price, in the judgment of the assignees, is not offered, they will be withdrawn and sold in separate parcels, as may be decided upon.

TERMS OF SALE.

The purchasers of the real estate will be required to pay at the time of the sale One Thousand (1000) Dollars, if the bid amounts to so much, and any balance in 30 days, and they will be required to prepare and stamp the deed to be signed by the assignees.

The purchasers of the personal property will be required to pay at the time of signing the memorandum, when the property is struck down, $1000, and within thirty days the balance of the purchase money, reserving, however, what will be the probable amount of the dividend to which the purchasers, as creditors, will be entitled, less 10 per cent., and on their giving approved security, to pay in on reasonable notice, from time to time, any part or parts of such residue as may be required by the assignees in their judgment, and the purchasers will be required to pay, in addition to the amount of their bid, the debt due for wood leave, for the wood cut and bought by them, amounting to about $2000.

JAMES S. BIDDLE,
CHARLES McCREA,
Assignees of the Freedom Iron and Steel Company.
PHILADELPHIA, August 20, 1870. 8 22 mth 9t

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870

11§ MAULE, BROTHER & CO., No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4½ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill, FIFTEENTH Street, Below Market.

ESLER & BROTHER, PROPRIETORS.

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. [9 1 3m
A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO., DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets

4 12 12m PHILADELPHIA.

PATENTS.

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE COOPER'S POINT, N. J.

1 27tf MUNDY & HOFFMAN.

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 21 S. EIGHTH Street. 10 13 mths

REAL ESTATE AT AUCTION.

NOTICE.

By virtue and in execution of the powers contained in a Mortgage executed by

THE CENTRAL PASSENGER RAILWAY COMPANY

of the city of Philadelphia, bearing date of eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION,

at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers,

at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to $600.

No. 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road an railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, } Trustees.
8 13 61t W. W. LONGSTRETH, }

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

WATCHES, JEWELRY, ETC.

TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. E. corner SEVENTH and CHESNUT Streets,
8 25] Second floor, and late of No. 35 S. THIRD St.

SUMMER RESORTS.

CONGRESS HALL.

CAPE MAY, N. J.,

Opens June 1. Closes October 1

Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.

TERMS—$3·50 per day June and September. $4·00 per day July and August.

The new wing is now completed.

Applications for Rooms, address

4 15 52t J. F. CAKE, Proprietor

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

REAL ESTATE AT AUCTION.

TRUSTEES' SALE

ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¾ degrees west 102 1-10 perches, to stone; thence south 44¾ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¾ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93¾ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches, to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98¾ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 23, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS, }
JAMES T. YOUNG, } Trustees.
ENOCH LEWIS, }

M. THOMAS & SONS,
6 27 mth 1827 Auctioneers.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,
Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 15 A few doors above Chesnut st., Philada.

A GERMAN VIEW OF AMERICA.

THE PROPOSED CENTENNIAL ANNIVERSARY EXHIBITION AND THE CLAIMS OF PHILADELPHIA—THE FUNDING OF THE PUBLIC DEBT.

We published some weeks ago an interesting letter written from Carlisle, Pennsylvania, to the *Illustriste Zeitung* of Leipsic, Germany, and we now lay before our readers a second epistle from the same pen, which has been translated expressly for THE EVENING TELEGRAPH:—

CARLISLE, July, 1870.—There is before Congress at the present time an act providing an appropriation for a great international exhibition of art and industry to be held in Philadelphia in 1876. That year has been chosen, because it is the one hundredth anniversary of the Declaration of Independence of the United States, and this grand exhibition is to be a principal feature in the celebration of this anniversary. America wishes to show the world what progress can be made in art, manufacture, and science, in a single century, under republican institutions. The plan is a good one, and the more desirable because there has never been in America any industrial exhibition on the scale upon which England and France have held them within the last twenty years. Yet it is a well-known fact that America owes a great part of her power and prosperity to the industrial skill which has excited the admiration of the world, and has hitherto been unequalled. A comparison of the products of her industry with those of the Old World in an international exhibition is therefore most desirable, and no time could be more fitting than the centennial anniversary of her independent existence.

The great fear is that the jealousy prevailing between the large cities of the United States (those cities which would compete for the honor of having the exhibition) would stand in the way of their all entering heartily into it and making it truly national. New York, Philadelphia, and Washington are the three principal rivals in this matter. At the first glance one might think New York to be undoubtedly the most suitable place for such an exhibition. But a closer consideration would give the preference decidedly to Philadelphia; and the reasons therefor, involving as they do the future industrial interests of the place, may not be uninteresting.

To say nothing of the fact that Philadelphia is the city where the Declaration of Independence was signed, and from whence went forth to the world the joyful tidings of the birth of a great nation, there are other and more practical grounds for this preference. Philadelphia is the second city in size on the North American continent, and by the year 1876 will doubtless have a million and a half inhabitants. The connections of this city with the outside world, both by land and water, will bear comparison with those of any other city in the Union, New York not excepted. It is easily accessible on all sides by railroad lines, and large vessels can go up the Delaware and lie at anchor at the wharves of the city. The magnificent acres of Fairmount Park would afford a ground for the Exhibition building and its necessary accompaniments such as could not in the whole world be surpassed. Philadelphia is, besides, the most healthy of all the large cities of North America—a consideration of no small importance where such masses of people from all parts of the world are likely to assemble.

But what gives Philadelphia a special claim to preference in this matter is the fact that it is the great manufacturing city of the Union. If its trade and manufactures were excluded no suitable representation of American industry could possibly be made. And it is not too much to say that an exhibition of articles made in Philadelphia alone would include nearly everything manufactured in the United States. It would therefore be right and fitting that this should be the place selected for the great International Exhibition of 1876.

Notwithstanding the many sources of wealth in the United States, and the large revenues from duties and taxes which flow into the treasury of the Government, our financial condition is still lamentable. Nothing but paper money, except a few small coins of insignificant value, is used as the medium of exchange throughout the country. A few months ago, when the price of gold fell rapidly, there seemed a pleasing prospect of specie payment being resumed, at least of sums under a dollar. But the bungling manner in which Congress deals with the affairs of the money market question has postponed indefinitely the return of specie circulation. It looks as if our legislators meant purposely to prolong the discomfort of our present financial state. There was a time when gold was as low as 10, while it is now 14, with a strong upward tendency.

Under these circumstances, a funding of our national debt is not to be thought of. It was undoubtedly a grave mistake for the Secretary of the Treasury to have inserted in the bill providing for the funding of the debt a clause requiring that the interest on the bonds should be paid only in America, and not in any of the large centres of business abroad. This must naturally be displeasing to bankers and money-dealers in Europe, to whom, as is well understood here, America is largely indebted. Europe has done much for us, and it seems, therefore, only just and right that the American Government should consider their interests in some measure. The present system of paper money has inconveniences which it is impossible entirely to remove. Not only is the country flooded with the worthless rags called and considered legal money, but we are also in an alarming degree exposed to the evils of counterfeiting. Of the amount of counterfeit paper money now in circulation it is impossible to form an estimate. But this much is certain, that the number of such notes is enormous and increasing.

Since the happy termination of the late civil war, there seems to have come over a certain class of people here a sort of negromania. They are not satisfied with giving the black man equal rights with the white man, but they would fain give him a still higher position. A short time ago Congress passed a law, intended originally to protect the negro in the exercise of his right to vote, but in reality operating with injustice against white citizens, and especially those of foreign birth. Congress has apparently quite forgotten what America owes to European immigration. Where would North America have been if Europe had not sent her hundreds of thousands to its shores? The infusion of fresh European blood first gave strong national life to the existence of the United States. And more than this, to whom do we owe the preservation of the Union, when a few years ago the knife was at the throat of the gentlemen in Washington, and they knew not where to turn? Was it not mainly the Germans and Irish who stepped into the breech and "brought the chestnuts out of the fire" for the Americans?

—The young girl who was found by her father in Oswego, some time since, in company with a married man, has become insane, and is now locked up in a private lunatic asylum.

A WONDERFUL LAKE IN COLORADO.—A correspondent of the Cincinnati *Commercial*, writing from Georgetown, Colorado, describes a wonderful lake in that vicinity as follows:—

Imagine a sheet of water three-quarters of a mile wide and nearly round, with a depth of seventy feet, whose waters are as clear as crystal, so that even at the greatest depths the bottom is quite visible. The water, as I said, is beautifully clear, but the bottom of the lake has a bright green color, and the waters mirror the tinge, and seem to be green—the soft, tender green of early spring verdance. All around, except a few rocks on the side of the ascent, the mountain tops rise for two thousand feet rocky and grand, and for a thousand feet the evergreens grew amid the great rocks of granite, and brilliant flowers enliven the sombre rocks; then above the timber line rise the bald peaks, now brown and bare, but soon to receive their pure mantle of snow. The lake is 10,000 feet above the sea—nearly two miles—(it sounds more to me in miles) and the surrounding mountains enclose the little basin, which has neither tributary nor outlet, and is fed by their snows. Some enterprising gentlemen have built a dancing-hall, bath-house, and dining-hall, at the lake, intending to make it a summer resort, but none are completed. There are four large skiffs on the lake, and after resting on the rocky banks and drinking in the whole beauty of the scene for a time we entered the boats to see the wonders of the bottom of the lake. Looking into the clear depths we saw great pine-trees, some standing erect with spreading branches, far beneath us, some with roots uppermost, some thrown about and piled up like a forest after a mighty wind. Huge rocks of twenty tons weight lay beneath, covered with a soft green carpet, and beautiful stones of many brilliant colors added to the wonder and charms of the strange scene. Some places the bottom of the lake was like a yawning abyss, and great mountains of rocks towered up like the majestic banks above us; then we would see the entrance of what seemed a cavern, where our eyes failed to pierce. At some points nearer shore we saw delicate sea-moss clinging to the rocks with long, soft arms, but nowhere did we see a living thing—all was calm and still, and lovely above and below as we glided slowly over the sunny surface of the lake, seeing new beauties at every turn that filled us with wonder and delight. In the afternoon a light breeze sprang up, rippling the glassy surface of the lake, and we entered the boats again for another hour's ride on the green waters. How different everything looked under the tremulous surface! It was calm and clear before; now all seemed life and motion. The trees seemed to wave their long arms to the music of the sighing pines above us; the moss quivered with rhythmical delight, and the smaller stones seemed indulging in a mad gallop for joy, while the great rocks stepped a minuet with elephantine grace. We learned that there was a larger lake three-quarters of a mile from this one—more lovely, they say; but we were satisfied with this one, and skeptical about anything more charming.

THE LEECH TRADE.—One of the trades carried on in the Landes, south of Bordeaux, in France, is that of propagating leeches in the meres near the bay. Formerly, the custom was to use miserable worn-out horses; but these poor animals were found by the propagator to wear out too soon—the veins opened by the leeches did not heal; and so the life's blood could not be renewed. Now, the cow has to do duty as nurse to the young annelides. Frightened, haggard, but resigned, the animal submits with a stupid kind of astonishment to the attacks of clusters of leeches hanging on its legs; and when the moment of utter exhaustion comes she is sent off to her pastures to renew life, and furnish a fresh repast. Two weeks suffice for each process, alternately carried on, until death puts an end to being eaten in detail. The owner of about eight acres of marsh supplies yearly two hundred cows for the nourishment of eight hundred thousand leeches; he buys the animal for about two pounds, and sells the carcass for sixteen shillings. The ass is sometimes employed, but it proves to be less resigned than the more patiet cow; it kicks, prances, and tries to bite; and when at length it falls into the water under the storm of its numerous enemies, it becomes mad with terror. That this culture of leeches forms an important branch of trade to the inhabitants of the Bay of Arcachon, may be believed when it is known that a million and a half of leeches are annually exported to Bordeaux.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	10·20 P. M.
" "	Williamsport	8 00 A. M.
" "	arrives at Erie	1·40 P. M.
ERIE EXPRESS	leaves Philadelphia	10·50 A. M.
" "	Williamsport	8·15 P. M.
" "	arrives at Erie	7·25 A. M.
ELMIRA MAIL	leaves Philadelphia	7·50 A. M.
" "	Williamsport	6·00 P. M.
" "	arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL	leaves Williamsport	1·30 P. M.
" " "	arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	8·50 A. M.
" "	Williamsport	9·25 P. M.
" "	arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS	leaves Erie	9·00 P. M.
" "	Williamsport	8·15 A. M.
" "	arrives at Philadelphia	9·30 P. M.
ELMIRA MAIL	leaves Williamsport	9·46 A. M.
" "	arrives at Philadelphia	9 50 P. M.
BUFFALO EXP.	leaves Williamsport	12·25 A. M.
" "	Harrisburg	5·20 A. M.
" "	arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL	leaves L. Haven	11·35 A. M.
" " "	arr. Williamsp't	12 50 P. M.
BALD EAGLE EX.	leaves Lock Haven	9·35 P. M.
" " "	arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN,
General Superintendent.

WEST JERSEY RAILROADS.
COMMENCING MONDAY, AUGUST 29, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9·00 A. M. Mail and Express for Cape May.
11·45 A. M., Woodbury Accommodation.
3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro
3·30 P. M., Passenger for Bridgeton, Salem Swedesboro, and intermediate stations.
4·00 P. M., Fast Express, for Cape May Saturdays only.
6·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue
8 15 WM. J. SEWELL, Superintendent.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF,
At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.
VIA NEW JERSEY SOUTHERN RAILROAD,
At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.
At 6 P. M., for Amboy and intermediate stations.
At 6·30 A. M., 2 and 3·30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.
The 11·30 P. M. line leaves from Market Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol
At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10·45 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigran Line, via Jersey City.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.
BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, &c. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE),
The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.
At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.
At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11·45 P. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, ant 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
AN ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS,
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.
The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*
Fare between Philadelphia and New York.....$3·00
" " Long Branch... 2·50
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4·20 P. M.
For OXFORD, at 7 A. M., 4·20 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·20 P. M., 4·20 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4·20 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4t

RIALROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation,	10 A. M. & 12·50 and 7·10 P. M.
Fast Line	12 00 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.
Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.
TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n,	9·20 A. M. & 3·30 & 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	6·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7·00 A. M. (Accommodation) for Fort Washington.
At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
11 A. M. (Accommodation) for Fort Washington 1·15, 3 30, and 5·20 P. M., for Abington.
1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2 30 P. M. (Accommodation) for Doylestown.
At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
4·15 P. M. (Mail) for Doylestown.
5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8·00 and 11·20 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.
Abington at 2·35, 4·55, and 6·45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.
Doylestown for Philadelphia at 8·30 A. M.
Bethlehem for Philadelphia at 4·00 P. M.
Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4¾, 5·05, 5¾, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.
Leave Germantown 6, 6·55, 7¾, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train, and 2½, 3¾, and 6¾ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9¾ A. M., 2, 4·05, 7, and 10¾ P. M.
Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾ 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·49, 8·49, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9¾ A. M., 2 and P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·26 P. M.
Passengers taking the 6·55, 9 A. M., and 6¼ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7¾, 9, and 11 05 A. M., 1¾, 3, 4¼, 6, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Norristown 6½, 8·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown 7 A. M., 1, 5¼, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1¾, 3, 4¼, 6, 5½, 6¾, 8·05, 10, and 11¾ P. M.
Leave Manayunk 6, 6·55, 7¾, 8 10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8¾, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Manayunk 7½ A. M., 1¾, 6¾ and 9¼ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6¾ A. M.
The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9·05 A. M. and 6¼ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.
5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
OXFORD at 6·05 A. M., 10·35 A. M., and 5·20 P. M.
CHADD'S FORD at 7·26 A. M., 12·00 M., 1·20 P. M., 4·45 P. M., and 6·49 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.
HENRY WOOD,
4 1 General Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.
SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.
MORNING EXPRESS.
At 8·15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.
Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.
Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.
PERKIOMEN RAILROAD.
Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE RAILROAD.
Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 9·00 A. M. and 5 00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·20 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8·

CITY INTELLIGENCE.

THE MASTER MECHANICS.

The American Railway Master Mechanics' Convention—The Second Day's Session—Reports of Committees, etc.

The Convention of Railroad Master Mechanics reassembled this morning at 9 o'clock, in the Assembly Buildings, the president of the former convention, Mr. H. M. Britton, in the chair.

The report of the Committee on Steel Tires, Wheels, and Axles, deferred from yesterday, was called for, but the committee being absent it was not yet forthcoming.

The Committee on the Revision of the By-laws, appointed yesterday, presented a report, which was read. It was recommended that the fourth article of the by-laws be amended as follows:—

"Section 1. The following persons may become members of this association by signing the constitution or by authorizing the president or secretary of the association to sign for them, also by paying the fee of one dollar:—Any persons having charge of the mechanical department of a railway known as superintendents of motive power and machinery, general masters of mechanics, general foremen, whose names shall be presented by their superior officers; any person who may have filled the above positions, and who may not be engaged in any other business or profession, and one mechanical engineer, or the representative of each locomotive establishment in America."

The report was received and the alteration adopted.

The Committee on Fire Boxes presented a report, which was read and received, and the committee continued for another year.

Mr. Sedgely, one of the committee, was excused from further service at his own request, on account of his having no experience in coal-burning engines.

The President appointed Mr. H A. Little, of the Peoria, Pikeville and Jacksonville Railroad, to take the place of Mr. Sedgely.

Several papers containing valuable formulas on combustion in locomotives were presented with the last report, and were read by the Secretary. They were received with thanks.

In addition to the above a paper was presented from the Hannibal and St. Joseph Railroad, giving statistics in relation to fire-boxes.

On motion the correspondence on various subjects received by the secretary was referred to a special committee of three, for the purpose of perusal, after which they might report such as they considered necessary. The President appointed Messrs. Wells, Garrett and Kinsey on the committee.

The report of the Committee on Lays and Lead in Slide Valves was presented and read. It was received and the committee continued for another year.

On motion, Mr. Nesbitt, of the Kentucky Central Railroad, was added to the committee.

The report of the Committee on Steel Tires, Wheels, and Axles, was again called for and presented, the chairman, however, stating that the document was not complete, and that the committee would like to add more material to it at some future time. The report was received and the committee discharged.

On motion, the discussion on the thickness of tire, interrupted by the adjournment of yesterday, was continued. It had been before postponed until the report of the general committee on steel tires, just read, had been presented.

Mr. Hayes, of the Illinois Central, Mr. Philbrick, of the Maine Central, Mr. Nesbitt, of the Kentucky Central, Mr. Cummings, of the Pittsburg and Fort Wayne, and Mr. Holloway, of the C., Mt. V., and D. R. R., took part in the discussion.

Some members expressed themselves in favor of thick tires and some of thin.

On motion, a recess of five minutes was taken, to allow new members an opportunity to sig n the constitution.

After the reassembling of the convention the discussion was resumed. Mr. William Jackson, of the R. W. and O. R. R., thought that the different parts of the country, where there are different climates, should not be brought into comparison in determining the relative values of the steel tires and the different sizes.

Mr. Halloway thought that the size of the wheel should be taken into account in reckoning the running distances of the different sizes. A thin tire would run better on a small wheel, and a thick tire on a heavy wheel.

Mr. Philbrick, on behalf of the committee, remarked that the statistics received from the different companies were so imperfect that any better report could not be given. Until a history of the tires, from their first manufacture to their discarding as worn out, could be obtained, no positive facts could be given as to the amount of wear.

It was thought necessary that a thick tire should be twice as thick as was necessary, in order to allow for the wearing off of one-half, by which time the other half would be so hardened as to run for a greater length of time. On this question several delegates expressed themselves as of the opinion that this dead weight of the heavier tire, while it was wearing down was no disadvantage. The weight comes on the driving wheels, where it is most needed.

A motion was made by Mr. M. E. Brown that a uniform size of tire be adopted.

The mover gave several sizes of tire for different wheels and also sizes of wheel centres as those which should be adopted.

An amendment was offered to lay the motion on the table.

The original motion was afterwards withdrawn and with it the motion to amend.

Mr. Johnson said that as the committee was new and had not as yet been properly supported by the different companies, the whole subject should be deferred another year before any definite action was taken.

Mr. Young, of the Bellefontaine Railroad, said that he should like to hear from the committee on the shape of the tires if they should report again at another meeting of the convention.

Mr. Hays said that the reports should always state whether the steel Butcher tires referred to were the William Butcher tire of this country or the English Butcher tire.

The report of the Committee on Balance or Anti-friction Slide Valves was then read. It was received and placed on the minutes.

The Committee on Dead Weight in Rolling Stock asked for a further extension of time, which was granted.

The report of the Committee on Boiler Explosions was read. The report was received, placed on the minutes, and the committee discharged.

A discussion ensued on the subject.

Mr. Sellers, of the Des Moines Railroad, said he would like to get the sense of the convention on periodical hydrostatic tests of all boilers as a means of preventing this great and so much dreaded evil.

Mr. Hutchinson, of the Rodgers locomotive works, thought that hydraulic tests were of little value. The best safeguards were the purchase of the best material, the working of them in the best manner, and the taking care of them in the best of ways.

Mr. Sellers said that he thought the water tests were useful if performed in the right manner. They were not generally conducted in the best way.

Mr. Philbrick thought that cold water tests were good, but not the best.

Mr. Hutchinson thought that there was a better way than that with cold water. He had used it with good results. Cold water on cold boilers does not always give the best results.

The Committee on Correspondence reported that they had received communications from several railway superintendents expressing their cordial approbation of the objects and aims of the association, but the time being limited, they recommended that the reading of the correspondence be confined to the communications from W. W. Evans, J. E. Zell, and A. J. Cossett. Received and adopted.

A communication was received from the Philadelphia, Wilmington and Baltimore and Pennsylvania Central Railroads stating that members and their families could take excursions over those roads. Received with thanks.

The following resolution was offered:—

"*Whereas*, A series of entertainments have been gotten up by a number of gentlemen of this city, thereby uniting business and pleasure.

"Therefore be it resolved that a committee of three be appointed by the chairman to report to this association at its last session suitable resolutions of thanks and appreciation for their efforts, also requesting said committee to report the names of the gentlemen or firms to whom we are so much indebted."

It was moved to strike out the last sentence from the words, "also requesting said committee." The amendment was agreed to, and the resolution adopted as amended.

The President appointed Messrs. Meyer, Gregg, and Hune a special committee to report on the deaths of members which have taken place during the year.

Several other resolutions of no public importance, relating to the method of doing business in the convention, were adopted.

Mr. Meyer moved that a committee of three be appointed to confer as to the advisability of engaging a certain amount of space annually in some railway paper, to be filled with matters and subjects relating to the objects of the association. By this means the members of the convention might exchange views at other times than at the time of its meeting.

This was opposed on the ground that it would not represent the sense of the majority. Individual members might confer with each other by means of private correspondence.

It was also objected that by so doing the convention would be adopting some one paper as its organ, which it was not at all prepared to do.

On motion, the subject was laid on the table.

The Committee on Lateral Motion of Trucks made a report on the amount of play which should be allowed for locomotive and car-wheels when on the track. The amount was different for cars and locomotives, because the latter ran daily on the same track, while the cars are exchanged with different roads and run through to far points over tracks of different gauge. It was earnestly recommended that a uniform gauge of track be adopted by the different roads, as an element in furthering the utility of our great railway system.

The report was received and the committee discharged.

Mr. Brown, of the Erie Railway, recalling the subject of boiler explosions, said that he wished the master mechanics would ask their respective presidents to contribute a certain amount of money towards instituting a series of experiments on the subject. He wanted three or four boilers to be purposely blown up in a safe place, and watched from a safe distance, to find out all the particulars of the explosion. The roads now blow up many boilers and get no facts. If they would put but a small amount of the same money into a series of experiments they could get facts. New and old boilers should be blown up at high and low pressures, and the conditions of the explosions if ascertained.

This was objected to. It was thought that no president would agree to blow up any boiler. It was stated that the Franklin Institute had had a standing committee on the subject, of the best talent, for a long time, and they have arrived at no results. If they have not, who can be expected to?

Mr. Brown said that one hundred dollars from each company would cover all expenses.

A member stated that the Pennsylvania Railroad had conducted some experiments on this subject, and asked that that company be written to for information.

The subject was postponed until to-morrow, on account of the arrival of the hour of adjournment.

The President announced that the ho ir for starting on the excursion to the Park had been changed from 4 to 3 o'clock. Adjourned.

POLICE AND FIRE DEPARTMENTS.

An Important Message to Councils—Mayor Fox Recommends Material Changes in These Departments—An Increase in the Police Force Asked.

This afternoon, at the first meeting of Councils after the summer vacation, Mayor Fox presented the following message, in which he recommends an increase in the police force and a change in the present manner of electing engineers of the Fire Department.

To the Select and Common Councils of the City of Philadelphia—Gentlemen:—The Consolidation act makes it the Mayor's duty to recommend the adoption of all such measures as he may deem expedient for the security, health, cleanliness, improvement, and welfare of the city, and I proceed, in the performance of this duty, to call the attention of Councils to some public matters which imperatively require your prompt action.

The highest object of law is protection, and where this is not given to life and property, there can be no Government which will command respect. For this purpose before and beyond any other, are our taxes levied and paid, as in this connection even health, cleanliness, comfort and improvement must always be secondary and subordinate. Our city has an area of nearly if not quite 120 square miles; it has over 800,000 inhabitants, and the population is increasing in an exceedingly rapid ratio, so much so as to require during the past year nearly 5000 new dwelling houses, and yet our police force, all told, number but 820 men, of which 75 embrace the superior officers and those for various details not directly connected with the watch, and less than 350 is the largest number on duty as a patrol force at any one time, even in the darkest hours of the longest nights. And in this connection, I would again ask your attention to the recent report of the Chief of Police, which says:—"We have in Philadelphia but one police officer to every one thousand inhabitants, whilst in the neighboring cities, New York has one to every five hundred, Boston one to every six hundred, Baltimore the same, Charleston, S. C., one to every four hundred, and New Orleans, with only 180,000 inhabitants, has actually more policemen than Philadelphia, with over 800,000 inhabitants. Nothing will illustrate the insufficiency of the force so well as a statement of the length of the beats in the different districts. In the First district the length of each day beat will average thirty-seven squares, and the night beats 21 squares. Second district, day beats, 20 squares; night beats, 16 squares. Third district, day beats, 16 squares; night beats, 8 squares. Fourth district, day beats, 8 squares; night beats, 4 squares. Fifth district, day beats, 24 squares; night beats, 13 squares. Sixth district, day beats, 24 squares; night beats, 13 squares. Seventh district, day beats, 28 squares; night beats, 15 squares. Eighth district, day beats, 50 squares; night, 28 squares. Ninth district, day beats, 40 squares; night beats, 25 squares. Tenth district, day beats 30 squares; night beats, 15 squares. Eleventh district, day beats, 75 squares; night beats, 37 squares. Twelfth district, day beats, 55 squares; night beats, 27 squares. Thirteenth district, the beats average four miles and a half in length. Fourteenth district, seven miles. Fifteenth district, six miles. Sixteenth district, four miles. Seventeenth district, day beats, 34 squares; night beats, 17 squares. Eighteenth district, day beats, 30 squares; night beats, 15 squares.

Thus it is manifest that such a force is wholly inadequate to the wants of our people, and but for the personal vigilance of our citizens it would have served to invite offenses. I therefore earnestly recommend to you the immediate increase of the police force and the adoption of such measures for their action, discipline, and efficiency as you may deem expedient and necessary. No time should be lost in maturing this important measure. The summer has left us, and the season is approaching when vigilance and protection are most needed.

It is in the winter time, particularly, that the idle and depraved, who always abound in large cities, are more active in preying upon the community; added to whom and following in the wake of an excellent and industrious emigration, there are often to be found bad men of dissolute habits, and to whom crimes of the most atrocious character are not unfamiliar, who, being too well known in their own countries, seek our shore to afflict us by their depredations also; and it is to be feared that the number of these will be increased by the termination of the present European war.

These and other like features are in front of us, and we should be prepared to meet them. Unbolted yard gates and open doors and windows of stores and dwellings through the dark hours of the night, as has hitherto been reported by the officers, should no longer happen. Our citizens must add their own precaution to the efforts you will make through an adequate and efficient police force, and then the community will enjoy a better protection than they have for a long time past. In short, whatever you may do having a tendency to preserve the public peace, to give increased protection to life and property, and to bring to summary and condign punishment the perpetrators of crime, will have my prompt sanction and co-operation.

I again recommend to you, as I have more than once already done, that there shall be a change in the mode of electing the engineers of the Fire Department. It is an anomaly on our system of government, that public officers whose duties are prescribed by law, who are subject only to public control, and who are paid of the public treasury, shall be elected by the members of private associations. The past has shown that the mode of choice is unsatisfactory; the engineers too often consider themselves the representatives of those who elect them, and on whom they depend for re-election and continuance in office.

This change alone will effect much good; the power, already vested in the engineers is sufficient, if wisely and impartially used, and when their governing officers are chosen by the municipal authorities or by the people, the outbreaks which have characterized our Fire Department (and which I regret to say, have occurred since you last met) will no longer take place. Under such a regulation the Fire Department can be an efficient auxiliary of the police, while under its present phase it has too often called the aggressive duties of the latter department into requisition. These things, gentlemen, ought to command your immediate attention, bearing as they do directly upon the peace and character of our city, and the safety and comfort of its inhabitants. I have an abiding confidence that your return to public duty after the summer vacation will be marked by your continued determination to be faithful representatives in doing all that is necessary for our people's prosperity and happiness.

Very respectfully, DANIEL M. FOX,
Mayor of Philadelphia.

A SON-IN-LAW CHARGED WITH ARSON.—This afternoon Samuel Spence will have a hearing before Alderman Kerr, charged on the oath of his father-in-law, John M. Barras, with arson. Mr. Barras resides on Vine street, above Twenty-third. About 1 o'clock on the morning of the 27th of November last, his house was broken into and a quantity of clothing which lay on a settee in the kitchen was fired. Mr. Barras was aroused by the smoke, and, fortunately for him, he reached the kitchen before the flames had made much headway, and extinguished the fire. On the night previous Spence attended the ball of the Good Will Hose, and it is alleged he left the ball-room about three-quarters of an hour before the discovery of the fire. He was also seen in the neighborhood of the dwelling ten minutes before the alarm was sounded. Defendant, it is alleged, threatened his father-in-law on several occasions and ill-treated his wife. The day after the fire he enlisted in the navy, and on Sunday last he was arrested in Fairmount Park for some impropriety and was taken to the station-house and there locked up. At the police station he was identified as the party for whom Mr. Barras had issued a warrant charging him with arson.

FOURTEENTH WARD DEMOCRATIC TICKET.—The Fourteenth Ward Democratic Convention met last evening and nominated the following ticket:—

Select Council—Sylvester J. Megargee.
Common Council—Thomas B. Hahn.
School Directors—Fred. G. Kraft, John H. Menns, William J. Brolley, and Peter Armbruster.
Constable—George W. Grear.

A SNEAK THIEF.—Yesterday a black man named James Young slipped into the residence of Mr. Cavin, No. 2229 Green street, and helped himself to a mahogany umbrella stand which stood in the vestibule. As he was walking out of the house with the property in his possession, he was taken into custody. The prisoner had a hearing before Alderman Pancoast, and was held in $600 bail to answer.

FISHED OUT OF THE SCHUYLKILL.—James Buckley, aged forty-five years, tumbled into the Schuylkill at Arch street wharf about 2 o'clock this morning. His cries brought to his assistance boat's crew No. 4, and James was fished out of the water. He was taken to his home at Forty-first street and Lancaster avenue.

THE writer of a communication signed "P," which has been received by us, will confer a favor by calling at this office or furnishing his address, as there are some points in his note about which we would like to make further inquiry. Any interview he may have with us will of course be strictly private and confidential.

REOPENING OF THE DIVINITY SCHOOL.—On the occasion of the reopening of the Divinity School, which takes place this afternoon at 4 o'clock, in the Church of our Saviour, Rev. Dr. Goodwin, dean, will deliver an address to the students of the school. The friends of the institution are invited to be present.

HORTICULTURAL HALL TO-NIGHT.—The Harmonie Society will sing, by request, "Wer ist des Deutchen Vaterland?" A new waltz called "Fruits and Flowers," composed and dedicated to the Pennsylvania Horticultural Society by G. Bastert, leader, will be performed for the first time to-night.

Philadelphia Trade Report.

THURSDAY, Sept. 15.—The Flour market is steady at yesterday's quotations. There is no demand for shipment, and the operations of the home consumers are confined to their immediate wants. About 300 barrels changed hands, including superfine at $5@5·50; extras at $5·62½@5·87½; Iowa, Wisconsin, and Minnesota extra family at $5·50 for low grade up to $6·75 for fancy; Pennsylvania do., do., at $6·50@7; Ohio do. do. within the same range; and fancy brands and St. Louis at $7·25@8·50, as in quality. Rye Flour may be quoted at $5·75. Prices of Corn Meal are nominal.

The demand for Wheat is quite limited, and prices favor buyers. Sales of 2000 bushels Indiana red at $1·30@1·32; 5000 bushels do. do. on private terms; and 800 bushels fair Western white at $1·38@1·40. Rye may be quoted at 84@85c. for Western. Corn is quiet but steady. Sales of prime yellow at 95@96c.; Western do. at 92@93c.; and Western mixed at 88@92c. Oats are firm and in fair request. Sales of 3000 bushels at 53@55c. for prime Western, Delaware, and Pennsylvania. 1500 bushels Western Barley sold on private terms.

Bark—In the absence of sales we quote No. 1 Quercitron at $25@27 per ton.

Prices of Cloverseed are nominal. Timothy cannot be quoted over $5·50@6. Flaxseed is wanted by the crushers at $2·30.

Whisky is firmer. 50 barrels Western iron-bound sold at 90c.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

NEW YORK, Sept. 15.—Arrived, steamship Etna, from Liverpool.

PORT OF PHILADELPHIA.....SEPTEMBER 15

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....67 | 11 A. M.....75 | 2 P. M.....78

CLEARED THIS MORNING.

Steamer Frank, Pierce, New York, W. M. Baird & Co.
Str Anthracite, Green, New York, do.
Steamer A. C. Stimers, Lenny, New York, W. P. Clyde & Co.
Schr Vesta, Rodgers, Portsmouth, N. H., Warren & Gregg.
Schr R. J. Leonard, Haley, St. Johns, N. B., do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship J. W. Everman, Hinckley, 70 hours from Charleston, S. C., with mdse. to Souder & Adams.
Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.
Steamer Jas. S. Green, Vance, from Richmond and Norfolk, with mdse. to W. P. Clyde & Co.
Steamer Chester, Jones, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Br. schr Addie P. Simpson, Bell, 13 days from St. John, N. B, with pickets to J. W. Gaskill & Sons—vessel to Souder & Adams.
Schr M. H. Read, Benson, from Marion, with box boards to J. B. Brooks.
Schr R. J. Connor, Telly, from Lebanon, Conn., with fruit to Knight & Sons.
Schr Pioneer, Lathrop, from New York, with laths.
Schr Helen J. Halway, Thompson, fm Providence.
Schr R. J. Wilson, Wilson, do.
Schr Amelia W. Leaming, Brower, do.
Schr Eva Belle, Somers, do.
Schr Ann Sheppard, Weldon, from Boston.
Schr Vrale, Glover, do.
Schr W. H. Dennis, Swift, do.
Schr Addie Fuller, Henderson, from Salem.
Schr S. L. Simmons, Simmons, do.
Schr J. B. Austin, Austin, do.
Schr Thomas Sinnickson, Brown, from Weymouth.
Schr Annie Harmer, Brooks, from Bingham, Mass.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

AT QUARANTINE.

Brig Haidee, from Kingston, Jam.

MEMORANDA.

Bark Jenny Berteaux, Davis, hence, arrived at Dunkirk 31st ult.
Bark Fannie, Carver, hence, arrived at Falmouth 2d inst.
Bark Pulcinella, Trapani, hence, arrived at Genoa 30th ult.
Ital. brig Nuova Providenza, Manganara, for Philadelphia, sailed from Girgenti previous to 30th ult.
Br. brig Southern Cross, Brown, hence, arrived at Barbadoes 19th ult.
Schr Antelope, Perry, hence, arrived at New York yesterday.
Schrs J. H. Allen, Chase, hence for Bridgeport, and A. Parker, Parker, hence for New Haven, arr'd at New York yesterday.
Schrs N. H. Skinner, Frazer, hence for Pawtucket, and Connecticut, ——, do. for Stonington, passed through Hell Gate yesterday.

AMUSEMENTS.

[For additional Amusements see the Third Page.]

AMERICAN ACADEMY OF MUSIC.
COMMENCING MONDAY, SEPT. 19, 1870.
FOR SIX NIGHTS ONLY.
CONGRESS OF THE DRAMATIC STARS.
The eminent American Tragedian,
MR. E. L. DAVENPORT.
The very popular Comedian,
MR. MARK SMITH,
His first appearance since his triumphant European success.
The popular Star,
MR. FRANK MAYO.
The eminent Dramatic Artist,
MR. F. C. BANGS,
His first appearance in this city.
The popular leading artist,
MR. JOHN B. STUDLEY.
The distinguished Comedian,
MR. W. R. FLOYD.
The very popular Actor,
MR. A. H. DAVENPORT.
The celebrated Artist,
MR. CHARLES MORTON,
AND
The Renowned Tragedienne,
MADAME PONISI.
The Popular Comedienne,
MISS JOSEPHINE ORTON,
Her first appearance in two years.
The favorite young Artiste,
MISS JENNIE PARKER,
Her first appearance in several seasons, sustained by powerful artistes of great repute and excellence,
WILL PRESENT A SERIES
OF
GREAT PLAYS,
WITH
CASTS OF PARAMOUNT EXCELLENCE,
In which they have just created a most wholesome furore in Dramatic circles.
MONDAY EVENING, Sept. 19,
Shakespeare's Great Tragedy,
JULIUS CÆSAR.
TUESDAY EVENING, Sept. 20,
Boucicault's and Brougham's Comedy,
LONDON ASSURANCE.
The sale of secured seats will commence at the Academy on FRIDAY, Sept. 16. 9 15 3t

WALNUT STREET THEATRE.
SATURDAY NIGHT, Sept. 17,
GRAND
TESTIMONIAL
BENEFIT
to the popular theatrical author and agent,
MR. ALBERT CASSEDY,
when will be submitted
Boucicault's effective and thrilling Military Drama entitled
JESSIE BROWN;
OR THE
SIEGE OF LUCKNOW.
A TRUTHFUL EPISODE OF THE SEPOY REBELLION,
and the French sensational play, in 4 acts, called the
COURIER OF PARIS;
OR THE
ATTACK UPON THE MAIL COACH.
Both plays employing every member of the excellent company, as well as the available resources of the
CALEDONIA CLUB.
The prices of admission will remain as usual.
Seats can now be secured. 9 15 3t

CHESNUT STREET THEATRE.
LOWELL & SIMMONDS, Managers.
GRAND REOPENING.
One week only; commencing MONDAY EVENING, September 19, and every evening, and Saturday Matinee.
EXTRAORDINARY ATTRACTION.
WILLIAM HORACE LINGARD,
And the charming comedienne, ALICE DUNNING (Lingard), Miss (Dickey) Lingard, Mr. Geo. C. Boniface, Mr. F. C. Morrison, Mr. B. Dunning,
And the entire famous Lingard Comedy Company, supported by a superb Orchestra and auxiliaries, who will make their only appearance in this city in a new and delightfully original programme, introducing the
GREAT LINGARD SKETCHES.
And his remarkably vivid pictures of the distinguished men of his age, in his unequalled Statue Songs.
Sale of reserved seats will commence on Friday, September 16, at W. H. Boner & Co.'s Music Store, No. 1102 Chesnut street.
SCALE OF PRICES—Orchestra Stalls, $1; Secured seats in Orchestra Circle, $1; Admission to Orchestra Circle, 75c.; Orchestra Chairs, $1·25; Dress Circle, 50c.; Family Circle, 25c.; Private Boxes, holding 7 persons, $10. 9 16 tf

THIRD EDITION

AFFAIRS AT THE CAPITAL.

Important Naval Orders

Movements of Government Vessels

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, Sept. 15.—The following orders have been issued from the Navy Department, to take effect on the 1st of October, excepting where other dates are mentioned, and unless otherwise stated the officers detached from duty are all placed on waiting orders:—

Commodore E. G. Parrott to command the Mare Island Navy Yard.

Commodore James W. Strong to duty as lighthouse inspector Fourth district.

Commander H. E. Leroy to special duty at New London, Conn.

Captain Lewis C. Sartori to command the naval rendezvous at San Francisco.

Captain Edmund Donaldson to command the naval station at Sackett's Harbor.

Captain R. T. Renshaw to duty as Lighthouse Inspector, Sixth district.

Commander George Brown to command the Michigan.

Commander Edmund Bartlett to Navy Yard, Norfolk.

Commander Charles A. Babcock to duty as Lighthouse Inspector of the District.

Commander John T. Walker, to duty as Lighthouse Inspector of the District.

Commander A. E. V. Barlean, to duty as Lighthouse Inspector 1st district.

Commander W. P. McCann, to duty as Lighthouse Inspector 8th district.

Commander Joseph P. Fyffe is ordered to duty in charge of Nitre Department at Malden, Mass.

Surgeon Marion Pinkney, to the Washington Navy Yard.

Surgeon C. J. Cleborne, to the Naval Station at League Island.

Paymaster J. George Harris, to the Navy Yard at Portsmouth; Carpenter Wm. F. Largnton, to the receiving ship Ohio; Chaplain Thomas T. Salter to Boston Navy Yard; First Assistant Engineer Cipriana Andrade, to the League Island station; Second Assistant Engineer John T. Smith, to the Triana.

The following detachments are ordered on Oct. 1:—Rear-Admiral L. M. Goldsborough as port-admiral, Washington Navy Yard; Rear-Admiral Thomas T. Craven as port admiral at San Francisco, and placed on waiting orders; Rear-Admiral Hiram Paulding as port-admiral at Boston, and placed on waiting orders.

Rear-Admiral H. K. Thatcher, Port-Admiral at Portsmouth, N. H., Rear-Admiral J. R. Sands as Port-Admiral at Norfolk, Va., Rear-Admiral S. S. Breese as Port-Admiral at Philadelphia, Rear-Admiral S. H. Stearnham as Port-Admiral at New York, on waiting orders, Charles H. Davis, from special duty, and ordered to command the Navy Yard at Norfolk, Rear-Admiral Wilkes from temporary duty at Washington, Commodore John C. Carter from the command of the Naval Rendezvous at San Francisco.

Commander John De Camp from command of the receiving ship Potomac; Commander John P. Dilks as lighthouse inspector of the 4th district; Commodore J. P. Hull as lighthouse inspector of 1st district; Commodore Thomas Dornin as lighthouse inspector 5th district; Commodore J. P. McKinstry, lighthouse inspector 11th district; Commodore Geo. S. Blake as lighthouse inspector 2d district; Commodore J. B. Marchand from command of the Philadelphia navy yard; Commodore J. Q. Goldsborough from command of the Mare Island (California) navy yard; Commodore F. B. Ellison from command of the naval station at Sackett's Harbor.

Commodore H. H. Kitty is detached from the command of the Norfolk Navy Yard.

Commodore William C. Nicholson from duty connected with the shipment of coal at Philadelphia.

Commodore W. M. Smith from the command of the naval station at Mound City.

Commodore Timothy A. Hunt from special duty at New London, Connecticut.

Commodore Oscar Ballas from the nitre depot at Malden, Massachusetts.

Commodore George F. Emots from duty in charge of the hydrographic office, and ordered to the command of the Philadelphia Navy Yard.

Captain F. Shagferty as Lighthouse Inspector of the Seventh district.

Captain William A. Parker as Lighthouse Inspector of the Eighth district.

Captain D. Lynch is detached from the Naval Asylum, Philadelphia; Captain William B. Whiting from the Naval Observatory, Washington; Captain John B. Reyghton is detached from special duty at New York; Captain Pierce Crosby is detached from the Norfolk Navy Yard, and ordered to the Philadelphia Navy Yard; Captain Alexander Murray is detached from the Philadelphia Navy Yard, and ordered as Lighthouse Inspector of the Eleventh district; Commander B. N. West Roth is detached from duty as Lighthouse Inspector of the Sixth district; Commander William Gibson is detached from the Pensacola Navy Yard; Commander W. M. West is detached from the Naval Observatory; Commander George A. Stevens, from the Pensacola Navy Yard; Commander E. W. Harvey, from the Naval Station, League Island; Commander J. P. Dekraft, from special duty at Philadelphia; Commander A. F. Crosman, from the Portsmouth (N. H.) Navy Yard, and ordered to League Island; Commander J. Young, from the Naval Observatory, and ordered to ordinance duty at Portsmouth N. H.; Commander J. C. Jewell, from the command of the Michigan, and ordered as Light-house Inspector of the Fifth district; Lieutenant-commander John N. Quackenbush, from the Naval Station at League Island; Lieutenant-Commander Charles E. Hawley, from the receiving ship Potomac; Lieutenant-Commander A. R Yates, from special duty at Portsmouth, N. H., and ordered to the same yard; Master William B. Arnauts, from the tug Rose; Essign H. H. Parker, from the naval station, Mound City, Illinois; Ensign B. S. Richards, from the receiving ship at Norfolk; Surgeon D. Egbert, from the naval station, League Island; Surgeon Theodore L. Smith, from the New York Navy Yard; Surgeon P. J. Horwitz, from the Naval Asylum, Philadelphia; Surgeon William Johnson, from the Navy Yard, Washington; Surgeon J. Brenkerhoff, from special duty at New York; Surgeon A. Henderson, from the Navy Yard, Boston, ordered to duty in charge of the Laboratory at New York; Surgeon B. F. Bacne, from duty in charge of the Laboratory, New York, on the 27th instant, and ordered to the Naval Hospital at Naval Asylum, Philadelphia; First Acting Paymaster Charles Murray, from special duty at New York; Paymaster McKean Buchanan, from special duty at Boston; Paymaster Horatio Bridge, from duty as Chief Inspector of Provisions, etc.; Paymaster A. E. Watson, from the Portsmouth Navy Yard; Chaplain Moses B. Chase, from the Boston Navy Yard; Chaplain John Lee Watson, from the receiving ship Ohio; Professor M. M. Beecher, from the Naval Observatory; Professor E. A. Royal, from the Naval Academy; Naval Constructor John W. Easby, from the Washington Navy Yard, on 28th instant, and ordered to Portsmouth Navy Yard; Naval Constructor Samuel Poor, from the Boston Navy Yard; Assistant Naval Constructor George R. Brush, from the Norfolk Navy Yard on 30th instant, and ordered to the Washington Navy Yard; First Assistant Engineer R. B. Platz, from the naval station at League Island, Pa.; First Assistant Engineer D. A. Hardie, from League Island; Second Assistant J. W. Patterson, from League Island; Second Assistant Engineer Edward Stille, from the naval station at Long Island; Second Assistant Engineer A. Kirby, from the Triana; Second Assistant Engineer Carlton A. Uber, from the Navy Yards, Philadelphia; boatswain Charles Johnson, from the New York Navy Yard; boatswain G. Smith, from the receiving ship Potomac; gunner Thomas Robinson, from Mare Island Navy Yard; carpenter Charles Boardman, from the receiving ship Ohio; carpenter Amos Chick, from the receiving ship Vandalia; carpenter John Southwick, from the Naval Academy; sailmaker Theodore C. Herbert, from the receiving ship Vermont, ordered to the receiving ship Potomac; sailmaker Jacob Stevens, from the receiving ship Potomac.

The European Fleet.

Rear-Admiral Ellison, commanding the European fleet, reports to the Department from Portsmouth, England, on the 1st inst., that the Franklin, flagship, left Flushing, Holland, and arrived at Portsmouth August 29.

The "Richmond"

arrived at Villa Franche, France, 15th August, 22 days from Trieste, and would sail thence to Barcelona, Malaga, and Cadiz, Spain; thence to Lisbon. The Juniata sailed from Antwerp August 20th for the Island of Heliogoland after communicating with the British authorities, thence she would proceed to the mouth of the Elbe and Weser, remaining a week in the vicinity of each of these rivers. After performing that duty she will proceed to Cherbourg, France.

The Plymouth

arrived at Lisbon August 5, twenty-two days from New York, where she was to await the arrival of Mr. J. B. Matthews, United States Consul at Tangiers, whom she is to convey to her destination.

FOURTH EDITION

THE WAR IN EUROPE.

Paris Completely Surrounded.

Its Capture Unavoidable.

Prussia's Peace Proposition Refused.

BERLIN, Sept. 15.—Peace propositions made by the Prussian embassy—the cession of Alsace and Loraine, and the dismantling of the French fortresses on the German frontier—have to-day been refused by the French provisional government.

Paris and Lyons.

Communication between Paris and Lyons is severed.

The Italian Troops

are within seventeen miles of Rome.

The Prussians in Front of Paris.

PARIS, Sept. 15.—Prussian dragoons have appeared at Nogent-sur-Mar, Colinas, Selnis, Crespigny, Valgis, Nauteuil, small towns to the east, northeast, and southeast of Paris.

The National Garde is being reorganized throughout France. General Trochu, in an order of the day, says seventy thousand men on the ramparts may, by persevering efforts, save Paris.

The City Unapproachable.

The city is now unapproachable if its defenders are properly armed.

The Councillors of State

have temporarily suspended their authority.

All the foreign representatives are still in Paris.

The Prussians at Nancy.

The Prussians are still swarming around Nancy.

The *Gaulois* has reason to predict happy results from the peace negotiations now pending.

FROM BALTIMORE.

BALTIMORE, Sept. 15.

The Case of Mrs. Wise,

widow of the late Rev. Henry A. Wise, late rector of Christ Church of this city, against the Mutual Benefit Life Insurance Company, of New Jersey, was decided yesterday in the Howard County Circuit Court, and resulted in a verdict for the plaintiff for $21,564. The case had been removed from this city at the instance of the defendant. The company had refused to pay the amount of the policy on the ground of the ill-health of Mr. Wise before the insurance was effected.

Baltimore Produce Market.

BALTIMORE, Sept. 15.—Cotton quiet at 19½c. Flour active and advanced 25c. on City Mills of the higher grades. Howard Street superfine, $5·25@5·75; do. extra, $5·75@6·75; do. family, $7@8; City Mills superfine, $5·25@6·25; do. extra, $5·75@7; do. family, $7@7·25; Western superfine, $5@5·50; do. extra, $5·75@6·25; do. family, $5·50@7. Wheat higher for Western and medium grades. Southern quiet; amber Maryland at the Point, $1·60; fair to good, $1·25@1·35; common, $1·10@1·23; white, $1·40@1·65; Western red winter, $1·27@1·30. White Corn stronger 90@90c.; yellow, 90c.; Western, 80@87c. Rye dull at 65@85c. Pork, $28·75@29. Bacon firm; ribbed sides, 17½@17¾c.; clear do., 18c.; shoulders, 15½c.; hams, 25@25½c. Lard dull at 16½c. Whisky quiet at 91c., and no sales.

FROM NEW YORK.

Specie Shipment.

NEW YORK, Sept. 15.—The shipment of specie to Europe to-day amounted to $86,000.

Proposals for Bonds.

Thirty-six proposals for United States bonds were opened to-day, amounting to $6,238,750. The highest price was 111·15, and the lowest 109. The awards will be $1,000,000 at 109 to 109·16.

New York Stock and Money Market.

NEW YORK, Sept. 15.—Stocks very dull. Money, 4@5 per cent. Gold, 113¾. 5-20s, 1862, coupon, 112¾; do. 1864, do., 111½; do. 1865, do., 111¾; do. 1865, new, 110¾; do. 1867, 110¾; do. 1868, 110½; 10-40s, 106½; Virginia 6s, new, 65¾; Missouri 6s, 90½; Canton, 62; Cumberland preferred, 30; N. Y. Central and Hudson River, 96½; Erie, 23; Reading, 96¾; Adams Express, 65¾; Michigan Central, 118½; Michigan Southern, 92½; Illinois Central, 136; Cleveland and Pittsburg, 106¾; Chicago and Rock Island, 113¾; Pittsburg and Fort Wayne, 95½; Western Union Telegraph, 34½.

New York Produce Market.

NEW YORK, Sept. 15.—Cotton quiet; middling uplands, 19¾c.; Orleans, 20¾c. Flour firm; State, $4·75@6·60; Ohio, $5·10@6·10; Western, $4·75@6·10; Southern, $5·15@8. Wheat firm and quiet; No. 2 spring, $1·08@1·10; winter red Western, $1·30. Corn dull; mixed Western, 83½@85c. Oats dull and heavy; Ohio, 50@54c.; State, 46@50c. Pork dull; mess, $26·25; prime, $22@25. Lard steady; steam rendered, 15¾@16¼c.; kettle, 16¼@16¾c. Whisky quiet at 87½c.

FROM THE DOMINION.

The Boat Race.

MONTREAL, Sept. 15.—It is blowing hard here, and there will no race to-day unless the weather moderates. W. Maitland Molson, of Montreal, is appointed referee. The betting on the championship is about even. Money is freely offered on both sides. It is estimated there are fifty